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NORWAY, SWEDEN,

AND

DENMARK

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(Comp. p. xi.)

s.	*d.*	*kr.*	*ø.*	*kr.*	*ø.*	*s.*	*d.*
1	—	—	90	1	—	1	1 1/3
2	—	1	80	2	—	2	2 2/3
3	—	2	70	3	—	3	4
4	—	3	60	4	—	4	5 1/3
5	—	4	50	5	—	5	6 2/3
6	—	5	40	6	—	6	8
7	—	6	30	7	—	7	9 1/3
8	—	7	20	8	—	8	10 2/3
9	—	8	10	9	—	10	—
10	—	9	—	10	—	11	1 1/3
20	—	18	—	18	—	20	—

Measures.

(Comp. p. lxxviii.)

English Feet	Mètres	Norweg. Feet	Swedish Feet	English Miles	Kilo-mètres	Norweg. Miles
0,97	0,29	0,94	1	0,62	1	0,09
1	0,30	0,97	1,02	1	1.609	0,1424
1,029	0,31	1	1,05	2	3.218	0,28
2	0,61	1,84	2,05	3	4.827	0,43
3	0,91	2,91	3,08	4	6.436	0,57
3,28	1	3,19	3,37	5	8.045	0,71
4	1,22	3,88	4,10	6	9.654	0,85
5	1,52	4,85	5,13	6,64	10.683	0,94
6	1,83	5,82	6,16	7	11.263	1
7	2,13	6,80	7,18	8	12.872	1,14
8	2,44	7,77	8,21	9	14.481	1,28
9	2,74	8,74	9,24	10	16.090	1,42
10	3,05	9,71	10,26	14	22.526	2
50	15,24	48,50	51,30	20	32.180	2,85
100	30,48	97,14	102,65	21	33.789	3

DET SYDLIGE NORGE.
1:2.000.000
Norske Mile.
English Miles.
Kilom.
Faste Skydsstationer.
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Östen for Paris
ATLANTERHAV
NORDSÖ
SKAGERAK
Kristianssund
Throndhjem
Molde
Aalesund
Bergen
Haugesund
Stavanger
Kristiania
Drammen
Kongsberg
Fredrikstad
Fredrikshald
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Kristianssand
Lindesnäs
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NORWAY, SWEDEN,

AND

DENMARK

HANDBOOK FOR TRAVELLERS

BY

K. BAEDEKER

WITH 26 MAPS, 15 PLANS, AND TWO SMALL PANORAMAS

FIFTH EDITION

(REVISED, RE-ARRANGED, AND PARTLY REWRITTEN)

LEIPSIC: KARL BAEDEKER, PUBLISHER

LONDON: DULAU AND CO., 37 SOHO SQUARE, W.

1892

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'Go, little book, God send thee good passage,
And specially let this be thy prayere
Unto them all that thee will read or hear,
Where thou art wrong, after their help to call,
Thee to correct in any part or all.'

PREFACE.

The object of the Handbook for Norway and Sweden, which now appears for the fifth time, carefully revised and partly rewritten, is to supply information regarding the most interesting scenery and characteristics of these countries, with a few notes on the history, languages, and customs of the inhabitants. Like the Editor's other handbooks, it is based on personal acquaintance with the country described, the chief places in which he has visited repeatedly. His efforts to secure the accuracy and completeness of the work have been supplemented by the kind assistance of several gentlemen, Norwegian, Swedish, Danish, English, and German, to whom his best thanks are due. He will also gratefully receive any corrections or suggestions with which travellers may favour him. Within the last few years Norway in particular has grown rapidly in popularity with the travelling public, and a number of new roads, railways, and steamboat-routes, with corresponding new hotels, have recently been opened. The most important of these are carefully noted in the present edition.

The present volume, like Baedeker's Switzerland, may be used either as a whole, or in its separate sections, which for the convenience of travellers may be removed from the volume without falling to pieces. These sections are — (1) Introductory Part, pp. i-lxxviii; (2) S. and E. Norway, as far as Trondhjem, pp. 1 to 82; (3) W. Norway, as far as Trondhjem, pp. 83 to 202; (4) N. Norway, pp. 203 to 240; (5) Sweden, pp. 241 to 330; (6) Denmark (pp. 331 to 356; (7) Index, pp. 357 to 392; (8) Grammars, at the end of the volume.

The traveller will save both time and money by planning his tour before leaving home, but the details cannot be filled in until he has consulted the latest local timetables. The chief of these are 'NORGES COMMUNICATIONER' for Norway (30 ø.) and 'SVERIGES KOMMUNIKATIONER' for Sweden (10 ö.), both issued weekly in summer at Christiania and Stockholm respectively.

On the MAPS and PLANS the Editor has bestowed special care, and he believes they will be found to suffice for all ordinary travellers.

In the letter-press HEIGHTS are given approximately in English feet, in the maps in mètres (1 mètre = 3.28 Engl. ft.; 1 Norw. ft. = 1.029 Engl. ft.; 1 Swed. ft. = 0.974 Engl. ft.). DISTANCES are given in kilomètres, as the tariffs for carrioles and boats are now calculated on the metrical system (comp. p. lxxviii). The POPULATIONS and other statistics are from the most recent official sources.

To the LANGUAGES of Norway and Sweden, the former in particular, an unusually ample space has been allotted (see removable cover at the end of the volume), partly on the ground that a slight knowledge of them is almost indispensable, and partly because they are not included in the ordinary manuals of conversation.

Lovers of SPORT will still find scope for their pursuits in Norway and Sweden, but seldom without leaving the beaten track and undergoing privations. Several of the best places for shooting and fishing are mentioned in the Handbook.

To hotel-keepers, tradesmen, and others the Editor begs to intimate that a character for fair dealing towards travellers forms the sole passport to his commendation, and that advertisements of every kind are strictly excluded from his Handbooks. Hotel-keepers are also warned against persons representing themselves as agents for Baedeker's Handbooks.

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25. General Map of *S. Sweden* (1:2,000,000): after the Index.
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Panorama from the Stugunøse (p. 50); from the Moldehei (p. 183).

INTRODUCTION.

I. Expenses. Money. Language. Passports. Post Office.

Expenses. Travelling in Norway and Sweden is less expensive in some respects than in other parts of Europe, but the great distances which require to be traversed by road and rail, by steamboat and rowing-boat, necessarily involve a very considerable sum total. After arrival in the country, 20-25*s.* per day ought to cover all outlays, but much less will suffice for those who make a prolonged stay at one or more resting-places.

For the routes and fares to Norway from London, Hull, Leith, etc. the traveller is referred to the advertisements in the daily newspapers and to the time-tables of the various steamboat companies. It may, however, be mentioned that the shortest sea-passage is from Leith, whence good steamers ply during the season to Christiansand, to Stavanger, to the Hardanger Fjord, to Bergen, Trondhjem, and the North Cape. The minimum return-fare is usually about 6*l.*, while a cruise to the North Cape and back costs from 25*l.* upwards. Travellers approaching Scandinavia from Hamburg, Kiel, etc. may obtain return and circular tickets at very moderate rates.

Money. In 1873 and 1875 the currency of the three Scandinavian kingdoms was assimilated. The crown *(krone)*, worth 1*s.* 1$^1/_3$*d.*, is divided into 100 *øre* (Swedish *öre;* see money-table before the title-page). These coins and the government-banknotes (but not those of private banks) are current throughout the three countries. British sovereigns, worth 18 kr. each, usually realise their full value at the principal centres of commerce, but the rate of exchange is often a few øre below par. Large sums are best carried in the form of circular notes or letters of credit, as issued by the chief British and American banks. The traveller should be well supplied with small notes and coins *(smaa Penge)* before starting on his tour, as it is often difficult in the remoter districts to get change for gold or larger notes.

Language. English is spoken on board almost all the Norwegian steamboats and at the principal resorts of travellers, both in Norway and Sweden, but in the country districts the vernacular alone is understood. Danish, as pronounced in Norway (which is analogous to English spoken with a broad Scotch accent), is on the whole the more useful of the two languages, as most travellers devote more time to Norway than to Sweden, and as it is easily understood in Sweden. (See grammars and vocabularies in the removable cover at the end of the volume.)

Passports are unnecessary, except for the purpose of procuring delivery of registered letters. — The **Custom House Examination** is invariably lenient. Comp. p. 273.

Post Office. The postage of a letter to Great Britain, France, Germany, the United States, etc., weighing $1/2$ oz., is 20 øre, and of a post-card *(Brefkort, Brevkort)* 10 ø.; that of a letter within Norway, Sweden, and Denmark 10 ø. The traveller should avoid giving his correspondents any *poste restante* address other than steamboat or railway stations, as the communication with places off the beaten track is very slow.

Telegraph Offices are numerous in proportion to the population. They are of several classes, of which the chief are those open from 8 a. m. to 9 p. m., those open from 8 to 1 and from 3 to 9, and those open from 9 to 12 and from 4 to 7 o'clock, indicated in the index of "Norges Communicationer" (the indispensable time-tables mentioned in our preface) by T^1, T^2, and T^3 respectively. Railway telegraph-stations, indicated by T^4 or T^5, are open from 8 to 12 and from 2 or 4 to 7 o'clock. Other stations are open in summer or during the fishing season only.

Norwegian Tariff. Within Norway: 50 ø. for ten words, and 5 ø. for each word more. To Sweden: 30 ø., in addition to which *each* word is charged 10 ø.; to Denmark 50 ø., *plus* 10 ø. for each word; to Great Britain 26 ø. per word; to the U.S.A. 1 kr. 35 ø. per word.

The Swedish Tariff is similar.

II. Plan of Tour.

The traveller should prepare a general plan before leaving home, bearing in mind that almost all the finest scenery in Norway lies on the west coast (Hardanger Fjord, Sognefjord, Moldefjord, Romsdal, Trondhjem, the Lofoten Islands, etc.); but the details must be filled in from time to time with the aid of "Norges Communicationer" (see Preface). He must, however, be prepared for occasional disappointments caused by the slowness and uncertainty of travelling by carriole and rowing-boat, or by the state of the weather.

The best season for travelling, both in Norway and Sweden, is from the beginning of June to the middle of September; but July and August are the best months for the higher mountains, where snow is apt to fall both earlier and later. For a voyage to the North Cape (RR. 28-32), for the sake of seeing the midnight sun, the season is from the middle of June to the end of July. August is often a rainy month in the eastern districts of Norway, while the wet season sets in later on the west coast.

An energetic traveller may see the chief points of interest in Norway and Sweden in $2^1/_2$-3 months, but an exhaustive tour cannot be accomplished in one season. The complaint is sometimes heard that even the grandest scenery in Norway is somewhat monotonous; but this impression wears away when the country is explored in a thorough and leisurely fashion. The traveller is therefore advised to devote a first visit to a cruise along the west coast, in order to obtain a general survey of the scenery, and to spend one or more subsequent seasons in exploring the Telemarken, or the Hardanger, Sogne, and Molde Fjords, or the magnificent Jotunheim, or the Lofoten Islands, or some of the grand and wild solitudes of the northern fjords and fjelds. True lovers of nature who adopt this plan will be abundantly rewarded, and they will carry away with them enthusiastic admiration of the scenery combined with cordial regard for the inhabitants. On the other hand persons who are addicted to luxurious hotels and the *distractions* of watering-places and other fashionable resorts will not find Norway to their taste. The routes given in the Handbook may be combined in many different ways, but the following favourite tours may be mentioned as specimens.

i. Two or three Weeks from Christiansand.

	Days
From Christiansand by steamer to *Stavanger* and *Odde* on the Hardanger Fjord, and thence to *Bergen* (RR. 15-19)	5-7
From Bergen by railway to *Vossevangen*, and by road to *Gudvangen* on the Sognefjord (R. 20)	$1^1/_2$-2
From Gudvangen to *Lærdalsøren*, and Excursion to the *Jostedalsbræ* (R. 21)	3-4
From Lærdalsøren through the *Valders* to *Christiania* (R. 7)	4-6
	$13^1/_2$-19

ii. Three or Four Weeks from Christiansand.

	Days
From Christiansand by steamer to *Skien;* thence by lake-steamer to *Notodden-Hitterdal;* and by road to *Tinoset* (RR. 1, 5)	4-6
From Tinoset to the *Rjukanfos*, and thence to *Aamodt*, either viâ Tinoset or viâ the *Totakvand* (RR. 4, 5)	3-4
From Aamodt to the *Haukeli-Sæter* and *Odde* (R. 5)	3-4
From Odde to *Bergen*, and thence either viâ *Vossevangen* as in Tour i, or by steamer all the way, to *Lærdalsøren* (RR. 18, 19, 20, 21)	5-6
Excursions from Lærdalsøren, and thence to *Christiania* as above (RR. 21, 6 or 7)	7-9
	22-29

iii. Three or four Weeks from Christiania.

From Christiania to *Drammen*, *Kongsberg*, and the *Rjukanfos* (RR. 3, 4)	2-3
From the Rjukanfos to *Odde*, *Bergen*, *Lærdalsøren*, and *Christiania* (as in Tour ii)	18-24
	20-27

iv. Three or four Weeks from Christiania.

By steamboat from Christiania to *Skien*, and thence by lake-steamer to *Hitterdal;* excursion thence to the *Rjukanfos* and back (RR. 1, 4, 5)	5-6
From Hitterdal by road to *Hvideseid* and by steamer to *Laurdal* and *Dalen;* excursions from Laurdal and Dalen (R. 5)	5-6
From Dalen to *Odde;* steamboat to *Eide;* road to *Vossevangen* and *Gudvangen;* and thence to *Lærdalsøren* and *Christiania* (as in Tours ii, iii)	10-16
	20-28

v. Three or four Weeks from Christiania.

From Christiania through the *Valders* and over the *Filleffeld* to *Lærdalsøren* and *Gudvangen* (RR. 7, 6) 5-7
From Gudvangen to *Eide* on the *Hardanger Fjord;* thence to *Odde*, and from Odde to *Bergen* (RR. 20, 18) 7-9
From Bergen by the *Overland Route* to *Molde* (R. 21) 4-5
From Molde to the *Romsdal*, the *Gudbrandsdal*, *Lillehammer*, and *Christiania* (RR. 25, 8) 6-8
22-29

vi. Three or four Weeks from Christiania.

As in Tour v to *Molde* 16-21
From Molde to the head of the *Romsdal* and back (R. 8) . . . 3-4
From Molde by steamboat direct, or partly overland, to *Trondhjem* (RR. 23, 26) 1-3
Railway from Trondhjem to *Christiania* (R. 11) . . . . $1^1/_2$
$21^1/_2$-$29^1/_2$

vii. Ten to fourteen Days from Odde.

Odde and Environs (R. 18) 3-4
From Odde to *Vik i Øifjord* and the *Vøringsfos* (R. 18) 2-3
From Vik to *Eide*, *Vossevangen*, and *Gudvangen* (RR. 18, 20) . . 2-3
From Gudvangen to *Lærdalsøren*, and thence to *Bergen* (RR. 21, 19) 2-3
9-14

viii. Two to four Weeks from Bergen.

From Bergen to *Lærdalsøren* by steamer, or viâ Vossevangen (RR. 21, 20) 2-3
From Lærdalsøren to *Skjolden*, and thence over a mountain-pass to *Røjshjem* (RR. 21, 22) 3-4
Excursions from *Røjshjem* (R. 22) 4-6
From Røjshjem to *Andvord*, and thence either to *Bredevangen* or to *Marok* (RR. 22, 9) 1-3
Either from Bredevangen to *Christiania* (R. 8), or from Marok to *Molde* and through the *Romsdal* and *Gudbrandsdal* to *Christiania* (RR. 24, 25, 8) 4-10
14-26

ix. Two or three Weeks for Mountaineers.

From *Fagernæs* on the Valders Route (R. 7) to *Raufjordheim*, *Lake Bygdin*, and *Eidsbugarden* (R. 22), or from *Nystuen* on the same Route (R. 7) direct to *Eidsbugarden* (R. 22) 1-3
Excursions from *Eidsbugarden* (R. 22) 2-3
From Eidsbugarden to the *Gjendebod* (R. 22) 1
Excursions from the *Gjendebod* (R. 22) 3-4
From the Gjendebod to *Røjshjem* (R. 22) . . . . $1^1/_2$-2
Excursions from *Røjshjem* (R. 22) 2-4
From Røjshjem to *Fortun* and *Skjolden* (R. 22, 21), or to *Marok* (R. 9), or to *Bredevangen* and *Christiania* (RR. 9, 8) 2-4
$11^1/_2$-21

x. Seven to ten Weeks from Gothenburg.

From Gothenburg to *Trollhättan*, *Jönköping*, *Wadstena*, and *Stockholm* (RR. 41, 42, 43) 5-7
Stockholm and Environs (RR. 47, 48) 3-4
From Stockholm to *Upsala*, *Östersund*, and *Trondhjem* (RR. 49, 55) 3-4
From Trondhjem to the *North Cape*, and back to *Trondhjem* (RR. 28-31) 15-20
From Trondhjem over the *Dovrefjeld* to the *Romsdal* and *Molde* (R. 10) 5-6
From Molde overland to the *Sognefjord* and *Bergen* (R. 24) . . . 4-6
From Bergen to *Odde* on the *Hardanger Fjord*, thence to *Eide*, *Gudvangen*, *Lærdalsøren*, and *Christiania*, as in Tours ii, iii. 14-21
49-68

It need hardly be added that the above routes may be reversed and may be endlessly modified, and the traveller may plan any number of others for himself. For this purpose he will find the richest materials in RR. 1, 4, 5, 18, 20, 21, 22, 24, 25, 28-31.

Sport of all kinds has fallen off greatly in Norway and Sweden of late years. Excellent salmon-fishing is indeed still obtainable, but only at high rents, and the best rivers, such as the *Namsen-Elv* above Namsos, are let on long leases, chiefly to wealthy Englishmen. Good trout-fishing, however, may still be had by those who are prepared for some hardships. Among the best waters ('Fiskevand') for trout and grayling are the *Telemarken Lakes* (R. 5), the *Messna* and *Laagen* which fall into Lake Mjøsen (R. 8), the *Isternsjø* and *Fæmundsjø* in Eastern Norway, the *Storsjö* in Sweden (R. 55), the *Östra Dalelf* and other streams falling into Lake Siljan in Sweden (R. 53), the *Lule-Elf* and the lakes from which it descends in Lapland (R. 56), and many other lakes and rivers mentioned in the Handbook.

It is difficult now to obtain good shooting in Norway and Sweden. The mountains enclosing the Hallingdal still afford good reindeer-shooting, which may also be had on the Hardanger Vidda, near the Romsdal, near Røros, and in Lapland; and wild-fowl abound in many parts of Norway, particularly in the trackless forests of Østerdalen, in the Östra and Westra Dal in Dalarne, around the Storsjö in Jemtland, and in Lapland; but in every case the sportsman will find serious difficulties to contend with. In the first place most of the mountain and forest districts, where the best sport is obtainable, belong to government, and by a Norwegian law of 1877 a license to shoot there costs from 200 to 1000 kroner. Again, though no license is required when permission is obtained to shoot over private property, the sport is generally very inferior. Another drawback to the sportsman's enjoyment is the difficulty of obtaining good or even tolerable quarters. The Swedish game-laws, however, are less stringent, a license for shooting on unenclosed land belonging to government being seldom required.

The Close Seasons in Norway are as follows: — For heath-hen and black-hen *(Røi* and *Urhøne)*, 15th March to 15th Aug.; capercailzie *(Tjur)*, blackcock *(Urhane)*, and hazel-hen *(Hjerpe)*, 15th May to 15th Aug.; partridge *(Raphøne)*, 1st Jan. to 1st Sept.; eider-duck *(Ederfugl)*, 15th April to 15th Aug.; ptarmigan *(Rype)*, 15th May to 15th Aug.; reindeer *(Rensdyr)*, 1st April to 1st Aug.; hare *(Hare)*, 1st June to 15th Aug.; elk *(Elg, Elsdyr)*, beaver *(Bæver)*, and deer *(Hjort)*, 1st Nov. to 1st Aug. (but foreigners are at present prohibited from shooting these last at any time). — For salmon *(Lax)* and sea-trout *(Søørret)* in rivers, estuaries, and lakes, 14th Sept. to 15th April; in brooks or on the sea-coast, 14th Sept. to 14th Feb.

The close seasons for game in Sweden are nearly the same, usually ending on 9th August.

III. Conveyances.

TIME TABLES for Norway appear in '*Norges Communicationer*' (30 ø.; pron. Commoonicashooner), and for Sweden in '*Sveriges Kommunikationer*' (10 ö.), both published weekly in summer. The traveller should procure the last edition immediately on landing and keep it at hand for reference. The publisher of the Norwegian time-tables, Mr. Alb. Cammermeyer of Christiania, will also send a copy by post to Great Britain on receipt of 6*d*. in English stamps. An abridged English edition is also published fortnightly under the name of *Beyer's Norwegian Railway and Steamboat Time-Tables* (90 ø.). The "communications" are frequently referred to in the Handbook as "Com." for the Norwegian and "Kom." for the Swedish. Among other time-tables may be mentioned the *Reichs-Kursbuch* (Berlin) and the *Reiseliste for Kongeriget Danmark* (Copenhagen), which travellers to or from Germany will find useful.

Observe that many of the summer time-tables, especially those of the fjord steamers, hold good till the end of August only.

Steamboats (Norw. *Dampskibe*, Sw. *ångbåtar*). Besides the regular steamboat services between London, Hull, Leith, etc. and Copenhagen, Gothenburg, Christiania, Christiansand, and other Norwegian and Swedish ports, excellent opportunities of reaching "the land of the midnight sun" are afforded by the large and comfortable excursion-steamers despatched weekly or oftener from the above British ports to the Hardanger, Sogne, and Molde Fjords, to Bergen, Trondhjem, and the North Cape. For the voyage to or from Norway, or for part of a coasting cruise, these vessels are recommended; but to remain on board the vessel during the whole of her trip to and fro is very apt to prove monotonous and enervating, and is certain to leave the passenger's mind almost a blank with regard to the true charms of Norwegian travel.

The great Norwegian coasting traffic is almost entirely in the hands of the *Bergenske* and the *Nordenfjeldske Dampskibs-Selskab*, which have a common time-table. The headquarters of the former are at Bergen, those of the latter at Trondhjem. (Agent for both companies, Mr. *Berg-Hansen* at Christiania.) The smaller steamers plying on the Norwegian fjords are comfortable enough during the day, but their sleeping accommodation is poor, and on market-days they are apt to be overcrowded. The same remark applies to the smaller coasting steamers on the Baltic and on the Swedish canals.

Most travellers will of course travel in the first cabin. Those who are about to spend one or more nights on board should at once secure their berths by personal application to the steward. In the smaller vessels the dining-saloon is used at night as a sleeping-cabin, but there is always a separate ladies'-cabin. A passenger travelling with his family pays full fare for himself, but is usually entitled to a reduction ('Moderation'; pron. moderashoon') of 25 per cent on the fare (but not on the cost of food) for each of the other members of the party. On most of the steamboats return-tickets, available for a month or more, are issued at a fare and a half. The captains and mates usually speak English. The traveller should be careful to look after his own luggage.

The food is generally good and abundant, though a little monotonous. Vegetables are rare, and tinned meats, salt relishes, and cheese always preponderate at breakfast and supper. The tariff in the Bergen and Nordenfjeld steamers, which is a little higher than in the smaller vessels, is as follows: — food per day, including service, $5^1/_2$ kr.; or, separately, the charge for breakfast is $1^1/_2$ kr., for dinner (at 2) 2 kr. 40 ø., supper (at 7.30) $1^1/_2$ kr.; attendance 50 ø.; cup of tea or coffee with biscuit or rusk *(Kavringer)* in the morning 35 ø.; small cup of coffee after dinner 20 ø.; beer 40 ø. per bottle, 25 ø. per half-bottle; Bordeaux $1^1/_4$ kr. per half-bottle. No spirits are procurable. The account should be paid daily, to prevent mistakes. The steward expects a fee proportioned to the length of the voyage and the services rendered.

Railways (Norw. *Jernbaner*, Sw. *jernvägar*). Most of the railways are similar to those in other European countries; but in Norway and Sweden there are several narrow-gauge lines ($3^1/_3$ ft.), with two classes only, corresponding to the 2nd and 3rd on the other lines. The carriages on these narrow lines are often badly hung and unprovided with spring-buffers, so that the passenger sustains a severe jolting at starting and drawing up. Luggage (50-70 lbs. usually free), except what the passenger takes into the carriage with him, must be booked. The average speed of the quick trains (Norw. *Hurtigtogen*, Sw. *kurirtågen*, *snälltågen*) is 22-24 Engl. M., that of the mixed trains *(blandede Tog, blandade tåg)* 15-20 Engl. M. per hour. All the trains have smoking-carriages *(Røgekupé, rökkupé)* and ladies' compartments *(Kvindekupé, damkupé)*.

The Railway Restaurants in Sweden and at the principal stations in Norway are generally good and not expensive; but those on the branch-lines are often poor. Passengers help themselves, there being little or no attendance. For breakfast the usual charge is $1^1/_4$-$1^1/_2$, for dinner or supper $1^1/_2$-$1^3/_4$ kroner; for a cup of coffee or half-bottle of beer 25 ø.; sandwiches 25-50 ø.; spirits not obtainable. The express trains stop at certain stations, the names of which are posted up in the carriages, to allow time (generally only $^1/_4$ hr.) for meals.

Posting (Norw. *Skyds*, Sw. *skjuts;* pronounced shöss or shüss in each case). Sweden is so well provided with railways and steamboats that travelling by road is rare; but in Norway there are still immense tracts of country where driving is the only means of communication. The new high-roads, maintained by government, are generally good; the older roads are often very rough, with sudden ups and downs, reminding one of a switchback railway. The ordinary vehicles are the *Stolkjærre* (a light cart with seats for two persons, with very primitive springs, or entirely without), the tariff for which is usually a fare and a half, and the lighter and swifter *Kariol* (a light gig for one person). The luggage is strapped or roped behind the traveller, on the top of it the *Skydsgut* (or simply *Gut*) takes his seat, and the traveller usually drives himself. If he does so he will be responsible for any accident, but not if he allows the 'Gut' to drive from behind. The horses, or rather ponies, are often overdriven by foreigners. As the average charge of 2-3*d.* per Engl. mile is a very inadequate remuneration to the *Skydspligtige*, or peasants who are bound to supply the horses, it is unfair on this account also to overdrive them. As a rule 10-15 min., and sometimes more, should be allowed for each English mile. The *Skydsstationer* (pron. sta-shoo'ner; which are usually inns also), or farm-houses whose proprietors are bound to supply travellers with horses whenever required, are situated at intervals of 6-15 Engl. M.

Those 'stations' where the proprietor (*Skyds-Skaffer*) is bound to have several horses always in readiness, and is liable to a fine if he keeps the traveller waiting for more than 1/4-1/2 hour, are called *Faste Stationer* (*i. e.* 'fixed stations', where a 'fixed' number of horses are in readiness), or usually by English travellers 'fast stations'. If the stage is a short one and the horse good, the traveller may often drive on to the next station on getting leave from the station-master. Another class of stations, now rare, except in little frequented districts, is the *Tilsigelse-Stationer* (or *Skifter*), the owners of which are bound to procure horses on getting notice or 'Tilsigelse' (from *tilsige*, 'to tell to', 'send to'). At these stations, justly called 'slow' by English travellers by way of antithesis to the 'fast', the charges are very low, but the traveller may often be kept waiting for hours. These delays are obviated by sending *Forbud* ('previous message') to stations of this class, and the same remark applies to 'slow' boat-stations. The 'Forbud' must arrive at least three hours before the time at which horses are required, or better on the previous day, and should therefore be dispatched two or three days beforehand. It is usually sent by letter or post-card, or by any one preceding the traveller on the same route †. Travellers pressed for time may also with advantage send 'Forbud' to 'fast' stations.

On the great thoroughfares through the Valders (R. 7) and the Gudbrandsdal (R. 8) it is often found more convenient to hire a carriage (*Vogn*, *Kaleschvogn*, or *Landauer*; or a *Trille*, i. e. an open four-wheeler) and horses for the whole route, in order to avoid delays at the overtasked stations.

Among other regulations, it may be mentioned that each passenger drawn by one horse is allowed 64lbs. of luggage. If two per-

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† The *Forbudseddel*, or message, may be expressed as follows: ***Paa Skydsskiftet*** (. . . name the station) *bestilles en Hest* (*to Heste*, etc.) ***med Karjol*** *(Karjoler) eller Stolkjærre (Stolkjærrer) Mandagen den 20. Juli*, ***Formiddagen*** ***(Eftermiddagen) Klokken*** *et* (*to. tre*, etc.). *Paa samme Tid varm* ***Frokost*** (or ***Middagsmad***) *for en Person (to. tre Personer).*
Date & Place. **Signature.**

Tariff for Posting ('Landskyds') in Norway.

	Tariff I. From Slow (or 'Tilsigelse') Stations in the country (*plus* 14 ø. per horse for 'Tilsigelse'; comp. p. xviii)				Tariff II. From Fast Stations with *ordinary fares* in the country, and from slow stations in towns	
	For one Person		Two Persons		For one Person	
Kilomètres	One horse (*plus* 1 ø. per Kil. for the saddle)	One horse with carriole or Kjærre	One horse	One horse with Kjærre	One horse (*plus* 1 ø. per Kil. for the saddle)	One horse with carriole or Kjærre
	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.
1	0.08	0.10	0.12	0.14	0.11	0.13
2	0.16	0.20	0.24	0.28	0.22	0.26
3	0.24	0.30	0.36	0.42	0.33	0.39
4	0.32	0.40	0.48	0.56	0.44	0.52
5	0.40	0.50	0.60	0.70	0.55	0.65
6	0.48	0.60	0.72	0.84	0.66	0.78
7	0.56	0.70	0.84	0.98	0.77	0.91
8	0.64	0.80	0.96	1.12	0.88	1.04
9	0.72	0.90	1.08	1.26	0.99	1.17
10	0.80	1.00	1.20	1.40	1.10	1.30
11	0.88	1.10	1.32	1.54	1.21	1.43
12	0.96	1 20	1.44	1.68	1.32	1.56
13	1.04	1.30	1.56	1.82	1.43	1.69
14	1.12	1.40	1.68	1.96	1.54	1.82
15	1 20	1.50	1 80	2.10	1.65	1.95
16	1.28	1.60	1.92	2.24	1.76	2.08
17	1.36	1.70	2.04	2.38	1.87	2.21
18	1.44	1.80	2.16	2.52	1.98	2.34
19	1.52	1.90	2.28	2.66	2.09	2.47
20	1.60	2.00	2.40	2.80	2.20	2.60
21	1.68	2.10	2.52	2.94	2.31	2.73
22	1.76	2.20	2.64	3.08	2.42	2.86
23	1.84	2.30	2.76	3.22	2.53	2.99
24	1.92	2.40	2.88	3.36	2.64	3.12
25	2.00	2.50	3.00	3.50	2.75	3.25

Tariff for Posting ('Landskyds') in Norway.

Tariff II. From Fast Stations with *ordinary fares* in the country, and from slow stations in towns		**Tariff III.** From Fast Stations with *increased fares* in the country, and from fast stations in towns			
Two Persons		For one Person		Two Persons	
One horse	One horse with Kjærre	One horse (*plus* 1 ø. per Kil. for the saddle)	One horse with cariole or Kjærre	One horse	One horse with Kjærre
Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.
0.17	0.19	0.15	0.17	0.23	0.25
0.33	0.37	0.30	0.34	0.45	0.50
0.50	0.56	0 45	0.51	0.68	0.74
0.66	0.74	0.60	0.68	0.90	0.98
0.83	0.93	0.75	0.85	1.13	1.23
0.99	1.11	0.90	1.02	1.35	1.47
1.16	1.30	1.05	1.19	1.58	1.72
1.32	1.48	1.20	1.36	1.80	1.96
1.49	1.67	1.35	1.53	2.03	2.21
1.65	1 85	1.50	1.70	2.25	2.45
1.82	2.04	1.65	1.87	2.48	2.70
1.98	2.22	1.80	2.04	2.70	2.94
2.15	2.41	1.95	2.21	2.93	3.19
2.31	2.59	2.10	2.38	3.15	3.43
2.48	2.78	2.25	2.55	3.38	3.68
2.64	2.96	2.40	2.72	3.60	3.92
2.81	3.15	2.55	2.89	3.83	4.17
2.97	3.33	2.70	3.06	4.05	4.41
3.14	3.52	2.85	3.23	4.28	4.66
3.30	3.70	3.00	3.40	4.50	4.90
3.47	3.89	3.15	3.57	4.73	5.15
3.63	4.07	3.30	3.74	4.95	5.39
3.80	4.26	3.45	3.91	5.18	5.64
3.96	4.44	3.60	4.08	5.40	5.88
4.13	4.63	3.75	4.25	5.63	6.13

Tariff for Boats ('Baadskyds') in Norway.

Kilometres	**Tariff A.** From **Slow Stations** in the country (*plus* 7 ø. per rower for 'Tilsigelse')			**Tariff B.** From **Fast Stations** with *ordinary fares* in the country			**Tariff C.** From **Fast Stations** with *increased fares* in the country, and from all stations in towns		
	2 men with 4-oared boat and sail	3 men with 6-oared boat and sail	4 men with 8-oared boat and sail	2 men with 4-oared boat and sail	3 men with 6-oared boat and sail	4 men with 8-oared boat and sail	2 men with 4-oared boat and sail	3 men with 6-oared boat and sail	4 men with 8-oared boat and sail
	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.
1	0.15	0.22	0.29	0.18	0.27	0.35	0.21	0.31	0.41
2	0.29	0.44	0.58	0.35	0.53	0.70	0.41	0.62	0.82
3	0.44	0.66	0.87	0.53	0.80	1.05	0.62	0.93	1.23
4	0.58	0.88	1.16	0.70	1.06	1.40	0.82	1.24	1.64
5	0.73	1.10	1.45	0.88	1.33	1.75	1.03	1.55	2.05
6	0.87	1.32	1.74	1.05	1.59	2.10	1.23	1.86	2.46
7	1.02	1.54	2.03	1.23	1.86	2.45	1.44	2.17	2.87
8	1.16	1.76	2.32	1.40	2.12	2.80	1.64	2.48	3.28
9	1.31	1.98	2.61	1.58	2.39	3.15	1.85	2.79	3.69
10	1.45	2.20	2.90	1.75	2.65	3.50	2.05	3.10	4.10
11	1.60	2.42	3.19	1.93	2.92	3.85	2.26	3.41	4.51
12	1.74	2.64	3.48	2.10	3.18	4.20	2.46	3.72	4.92
13	1.89	2.86	3.77	2.28	3.45	4.55	2.67	4.03	5.33
14	2.03	3.08	4.06	2.45	3.71	4.90	2.87	4.34	5.74
15	2.18	3.30	4.35	2.63	3.98	5.25	3.08	4.65	6.15
16	2.32	3.52	4.64	2.80	4.24	5.60	3.28	4.96	6.56
17	2.47	3.74	4.93	2.98	4.51	5.95	3.49	5.27	6.97
18	2.61	3.96	5.22	3.15	4.77	6.30	3.69	5.58	7.38
19	2.76	4.18	5.51	3.33	5.04	6.65	3.90	5.89	7.79
20	2.90	4.40	5.80	3.50	5.30	7.00	4.10	6.20	8.20
21	3.05	4.62	6.09	3.68	5.57	7.35	4.31	6.51	8.61
22	3.19	4.84	6.38	3.85	5.83	7.70	4.51	6.82	9.02
23	3.34	5.06	6.67	4.03	6.10	8.05	4.72	7.13	9.43
24	3.48	5.28	6.96	4.20	6.36	8.40	4.92	7.44	6.84
25	3.63	5.50	7.25	4.38	6.63	8.75	5.13	7.75	10.25

sons travel together in a *Stolkjærre*, for which they pay a fare and a half, they are allowed 24lbs. of luggage only. In hilly districts the 'Skyds-Skaffer' is frequently authorised to charge for more than the actual distance. Every station-master is bound to keep a *Dagbog (Skydsbog)* or day-book, in which the traveller enters his orders and records his complaints if he has any to make. On the first page of the 'Dagbog' is always entered the distance to the nearest station in each direction, whether by road or by rowing-boat, so that the traveller will have no difficulty in calculating the fare with the aid of the annexed tables (printed on yellow paper, which are referred to in the Handbook as I, II, III). Distances under 5 Kilomètres (3 M.) are charged at the full 5 Kil. rate. At the slow stations the station-master is entitled to a fee of 14 ø. per horse, in addition to the fare, for the trouble of getting it ready. Strictly speaking the fare may be exacted before the hirer starts, but it is usually paid at the end of the stage, when the 'Gut', or girl *(Jente)* who takes his place, receives a gratuity of about $1^1/_2$ ø. per Kilomètre. The 'Gaardskarl', or man who helps to harness the horses, does not expect a fee. Nothing should be given to the peasant children who sometimes officiously open gates. At slow stations the station-master may dismiss the horses if the traveller who has ordered them is more than $2^1/_2$ hours late, and after the first hour of waiting he may exact 'Ventepenge' or waiting-money (amounting, for 1-$2^1/_2$ hrs., to the fare for 3-10 Kil.). Tolls, ferries, and similar dues are paid by the traveller.

Rowing-Boats. For the conveyance of travellers by boat *(Baadskyds* or *Vandskyds)* the regulations are similar, but on all the principal routes steamers now ply. Those who have a guide with them may employ him as a rower, and thus dispense with one of the usual crew. Each rower *(Rørskarl)* generally rows or 'sculls' with two oars. A boat manned with two rowers is therefore called a *Firring*, or four-oared boat, one manned with three rowers a *Sexring*, and with four rowers an *Ottering*. For short distances a Firring generally suffices. The tariff is determined by the size of the boat and not by the number of persons (see Tariff on yellow paper, which is referred to in the Handbook by the letters A, B, or C). The Tilsigelse fee is 7 ø. per man and boat. As the fares are very unremunerative, the traveller should add a liberal gratuity.

Walking Tours. Neither Norway nor Sweden is suitable for long walking excursions, as the distances are too great, and the points of interest too far apart; but there is no lack of glacier-excursions and mountain-ascents which can be made on foot only. Again, on very hilly roads, walking is quicker than driving, in which case a carriole or cart may advantageously be hired for luggage only.

The *Tourist Offices* of Messrs *Th. Cook & Son*, *T. Bennet*, and *F. Beyer*, at Christiania, Bergen, Stavanger, etc., issue railway, steamboat, Skyds (or posting), and hotel coupons for a number of different routes. Those unused are received back under deduction of 10% of their cost. This system saves trouble at a corresponding sacrifice of independence.

IV. Luggage. Equipment. Tourist Clubs.

Luggage. Travellers who intend to make the whole of their tour in Norway and Sweden by railway and steamboat need not limit their luggage, but those who intend travelling by carriole should not take more than 30-40 lbs., packed in a small and strong box and a carpet-bag, to which may be added a wallet or game-pouch to be used on walking excursions. A soft or compressible portmanteau is not recommended, as the 'Skydsgut' always sits on the luggage strapped on behind. Suitable leather trunks are sold at Christiania, Bergen, and elsewhere for about 20 kr. A supply of stout cord and straps will be found useful, and a strong umbrella is indispensable.

Equipment. The traveller should avoid the common error of overburdening himself with 'articles de voyage', eatables, or anything not absolutely necessary. On the ordinary routes, and even in remoter places, tolerable food can almost always be obtained. Tea and essence of coffee will, however, sometimes be found useful. Spirits are not to be had at the inns, but good Cognac may be purchased in the larger towns for 4-5 kr. per bottle. A field-glass *(Kikkert)*, a pocket cork-screw, and a small clothes-brush will be found useful. As to clothing, two strong, but light Tweed suits, a change of warm underclothing, a pair of light shoes for steamboat and carriole use, and a pair of extra-strong Alpine boots for mountaineering ought to suffice. Add a stout and long ulster, a light waterproof, and a couple of square yards of strong waterproof material, as a wrapper for coats and rugs, or for covering the knees in wet weather, as the aprons *(Skvætlæder)* of the carrioles are often dilapidated. Visitors to Lapland and the Swedish Norrland should further be provided with veils to keep off the gnats. Ladies travelling in Norway should also dress as simply, strongly, and comfortably as possible, eschewing ornament. For the rougher mountain tours they should take stout gaiters or leggings. Alpenstocks, coloured spectacles, and other requisites for mountain and glacier expeditions may be obtained in Christiania or Bergen.

Further Hints. An old hand recommends a few safety-pins to be used in keeping scanty sheets from parting company with the blankets or skrinking into a wisp. — For mountaineering it is even more important than in Switzerland to have very strong boots, waterproof if possible, and high in the ankle, as bogs and water-courses often have to be crossed. To the equipment already mentioned may be added sewing-materials, a few buttons, arnica, glycerine, and a candle or two. — Plenty of small change is desirable, as already mentioned. — Guides charge 4-6 kr. per day and provide their own food, but a bargain should always be made beforehand.

Tourist Clubs. The *Norske Turistforening* ('tourist union'), founded in 1866, extends its useful operations throughout Norway, building refuge-huts, improving paths, appointing guides, and otherwise watching over the interests of travellers. There are now 2000 members, about one-fifth of the number being English and Scotch. The list of members may be seen at Mr. *W. Schmidt's* in Christiania (p. 10), at Bergen, Lærdal, Fagernæs on the Valders Route, Trondhjem, etc. The subscription is only 4 kr. per annum (life-membership 50 kr.), for which a copy of the 'Aarbog' will be sent to the subscriber through any Norwegian address he names. The club-button *(Klubknap)*, worn as a distinctive badge, costs 80 ø. more. The members are received with marked courtesy in the mountain regions, and have a preferential right to accommodation at the club-huts (see p. 135).

The *Svenska Turistförening* (Stockholm, p. 278) is a similar club, also numbering 2000 members. The annual subscription is 3 kr.

V. Hotels and Inns.

Except in the capitals and a few of the favourite summer-resorts, hotels of the first class are rare in Norway and Sweden. As a rule the so-called 'sanatoria', answering to the British hydropathic or the American boarding-house, are crowded and noisy. But the second-class hotels and country inns, which are abundant in proportion to the population, generally afford cheap and tolerable quarters. At these the usual charge for a bed is 80 ø. to 1 kr., for breakfast 1¼, supper 1¼, and dinner 1½-2 kr., while the servant (generally a *Pige* or *Jente*, addressed as *Frøken*) is satisfied with a fee of 40-50 ø. from each person (Norw. *Drikkepenge*, Sw. *drickspengar*). In Norway, as a rule, every *Skydsstation* is also an inn (affording 'godt Kvartēr' or 'slet Kvartēr', according to circumstances), corresponding with the Swedish *gästgifvaregård.* In remote places the traveller is sometimes asked to share a room and even a bed with another. In Sweden and particularly in Norway the manners of the innkeepers are reserved and homely, but there is no lack of real politeness and attention. On the other hand, as the people are rather slow in their movements, travellers intending to make an early start should make all their arrangements overnight.

Tables d'hôte are almost unknown in Sweden. The *Smörgåsbord* or *Brännvinsbord*, where various relishes, bread-and-butter, and liqueurs are served by way of stimulant to the appetite, is an institution peculiar to Sweden, and should be patronised very sparingly. In the evening from 7 to 10 small portions of meat, etc. known as *Sexor* (six o'clock meal) are served to those who wish a light supper.

In Norway, on the other hand, and on board all the steamboats, tables d'hôte are the rule. The tinned meats ('hermetiske Sager'), salted anchovies, cheese, etc. which form the staple of breakfast and supper should be avoided as much as possible.

The waiter (Norw. *Opvarter;* Swed. *kypare*, *vaktmästare*, *garçon*, *markör*) usually receives a gratuity of 10 *ø*. or more for each meal.

The following dishes are among the commonest in the bills of fare *(Spisesedel, matseddel)*: —

Norwegian.	English.	Swedish.
Suppe	Soup	*Soppa.*
Kjødsuppe	Broth	*Buljong*
Kjød	Meat	*Kött*
kogt	boiled	*kokt*
stegt	roasted	*stekt*
Oxekjød	Beef	*Oxkött*
Kalvesteg	Roast veal	*Kalfstek*
Coteletter	Cutlets	*Kotletter*
Faaresteg, *Bedesteg*	Roast mutton	*Fårstek*
Flesk	Pork	*Svinkött*
Raadyrsteg	Roast venison	*Rådjurstek*
Rendyrsteg	Roast reindeer	*Renstek*
Fjærkræ	Poultry	*Fjaderfä*
And	Duck	*And*
Gaas	Goose	*Gås*
Fisk	Fish	*Fisk*
Aal	Eel	*Ål*
Gjedde	Pike	*Gädda*
Ørreter	Trout	*Foreller*
Torsk	Cod	*Torsk*
Sild	Herring	*Sill*
Grønsager	Vegetables	*Grönsaker*
Bønner	Beans	*Böner*
Ærter	Peas	*Ärter*
Poteter, *Kartofler*	Potatoes	*Potatis*, *Potäter*
Æg	Eggs	*Ägg*
Pandekager	Pancakes	*Pankakor*
Ost (short)	Cheese	*Ost*
Smør	Butter	*Smör*
Kager	Cakes	*Kakor*
Rødvin	Red wine	*Röttvin*
Hvidvin	White wine	*Hvidtvin*
Øl (short)	Beer	*Öl*, *bier*.

Beer is the usual Scandinavian beverage (*halv Flask* or *halfva butelj*, 20-25 *ø*.), but good Bordeaux and other wines are generally to be had at the larger inns and on board the steamers. Spirits are never sold at the hotels or on board the steamers, but may be purchased at the shops in the towns. Drunkenness, which used to be a national vice, has been greatly diminished by recent —

Liquor Laws. In *Norway*, where the liquor-traffic was formerly almost entirely free, the consumption of raw spirits amounted in 1833 to 28 quarts per head of the entire population. Owing to the raising of the duty and to the efforts of temperance societies the quantity was reduced in 1843 to 17½ pints per head, and in 1871-73 to about 9 pints per head per annum. In 1874 and 1875 the average consumption rose to nearly 12 pints for each person per annum, but the recent introduction of a 'permissive bill' has again caused a great reduction and produced most beneficial results. By the laws of 9th June, 1866, 3rd May, 1871, and 22nd May, 1875, the authorities of each district may, by a majority, refuse to grant any license for the retail sale of spirits within their district, or they may grant a monopoly of the spirit-trade to a company which is bound to pay the whole of its profits to the municipality, after deduction of expenses and 5 per cent interest. The former option has been exercised in many country-districts, with the result that drunkenness is now almost unknown and that poverty, crime, and disease are greatly diminished. The other alternative has been adopted in many of the larger towns, such as Bergen and Christiansand, with the result that drunkenness and crime are much less frequent than formerly, and that a considerable revenue is yielded to the municipality for the support of the improvident classes. The sale of spirits is entirely prohibited on Sundays and saints' days, and also on Saturdays and the eves of festivals after

5 p.m. — The laws restricting the sale of wine and beer are similar, but much less stringent.

In *Sweden* the leading statute regulating the retail spirit-trade was passed on 24th August, 1877, partly in consequence of the success which for several years previously had attended the 'Gothenburg licensing system'. Its provisions are similar to those of the Norwegian statutes, and by § 3 it is farther provided that food shall always be sold at spirit-shops. By §§ 10, 14 it is enacted that the authorities of a district may either sell one or more licenses, in accordance with the requirements of the place, by auction to the highest bidder, or to a company which shall pay the whole of its surplus profits to the municipality, or they may by a majority refuse to grant any license for the retail sale of spirits. Again, by § 17, no license will be granted to any one in a town, except on his undertaking to pay duty on at least 1200 *Kannor* at the rate of 25 ø. per *Kanna* (2$^1/_3$ quarts) of spirits sold for consumption elsewhere, or at the rate of 40 ø. per *kanna* of spirits consumed on the premises. The minimum quantity on which duty must be paid in the country is 600 *Kannor*. A license in a town, if granted at all, therefore costs 300-480 kr., and in the country one-half of that sum. By § 28 spirit-shops are closed in the country, and in towns they may be closed by order of the authorities, on Sundays and festivals. — In October, 1877, the municipality of Stockholm, under § 10 of the statute, granted the sole license to retail spirits to a company similar to that at Gothenburg, and the police statistics show that drunkenness and crime have considerably decreased.

Cafés are almost unknown in Norway, but are to be found in the larger Swedish towns. One of their specialties is Swedish punch, a mixture of rum or arrak with lemon-juice and sugar, drunk as a liqueur and undiluted. With ice in summer it is a palatable, but not very wholesome beverage. Beer on draught is to be had in the larger towns only.

Baths in Norway and Sweden are very primitive as a rule. The bath-houses in the fjords and lakes are for gentlemen only.

VI. The People and their Character.

The *Swedes* are generally pleasant and courteous in manner, and very hospitable and obliging to strangers, but they are seldom seen to advantage by ordinary tourists who traverse the country by railway and steamboat.

With the *Norwegians*, on the other hand, whose country, in pleasant, old-world fashion, must still be explored chiefly by driving, riding, or walking, the traveller will have opportunities of becoming better acquainted. Principal Forbes, the learned author of a standard work on Norway, calls the natives 'a free, intelligent, and fine-hearted people', and the definition is still correct, particularly as to those who are removed from the influences of modern 'civilisation'. Sincerity, honesty, and freedom from conventional cant are the chief national virtues. The outward forms of politeness are little observed. On arriving at an inn or a station the traveller is seldom welcomed by the host or hostess, and on his departure he is treated with the same apparent neglect. The omission of such attentions arises partly from the independent position of many of the station-masters, with whom innkeeping is quite a subsidiary business, and partly from the national unobtrusiveness of character. Of true politeness and genuine kindness there is seldom any lack. The democratic character of the people manifests itself in the freedom with which peasant, guide, and Skydsgut sit down at the same table with the traveller. On receiving a gratuity, or, what is sometimes more valued, the friendly offer of tobacco or a cigar, they usually shake hands with the donor in token of gratitude. Persons who object to such demonstrations had better abstain from visiting Norway.

The Norwegians are uniformly well educated and intelligent, and are generally a God-fearing, law-abiding people; but their piety sometimes degenerates into superstition and mysticism, as in the case of the 'Haugianer'.

From what has been said the traveller will rightly conclude that extortion, dishonesty, and incivility are rarer in Norway than in most other countries. Complaints, no doubt, are often made, but in these cases the offence has sometimes been occasioned by the traveller's own unreasonableness, want of consideration, or ignorance of the language.

VII. Maps. Books.

Maps. In maps of a vast country like the Scandinavian peninsula there is plenty of room for names; but as it is thinly peopled the names are apt to mislead, farm-houses and even 'sæters' or chalets being sometimes marked almost as boldly as Christiania itself. In the maps in the Handbook the names of unimportant 'gaards' have been omitted, but those of churches retained. When a place has several different names the commonest is given.

In NORWAY a series of *Ordnance Maps*, begun in 1826, on the scale of 1 : 200,000, includes as yet only the southern half of Norway and the Tromsø-Amt. The older of these maps are often indistinct, the plates having suffered from frequent use. A series of 200 new ordnance maps on a scale of 1 : 100,000, called the '*Topografisk Kart over Kongeriget Norge*' (water, coloured blue; mountains, indicated by contour lines and shaded in chalk), and a less satisfactory '*Generalkart over det sydlige Norge*', on a scale of 1 : 400,000 (in three colours; to be completed in 18 sheets) are now in progress. In 1891 the eight southernmost sheets of the latter had been published, while of the former there had appeared 24 sheets of the district round Christiania, 35 sheets of Trondhjem and neighbourhood, 5 of Bergen, 1 of the Sogndal, 1 of the Galdhøpig, and 1 of Lake Bydin. The most suitable travelling maps are the *Reisekart over det Sydlige & Nordlige Norge*, on a scale of 1:800,000, prepared from official sources by *Captain Nissen* (published by Cammermeyer of Christiania; S. Norway in two sheets at $1^1/_2$ kr. each; N. Norway, four sheets, in two covers, at 2 kr. each), with the 'skyds-stations' and the distances carefully marked, and

Oscar Nielsen's Lomme-Reisekart over Norge (1 : 400,000; same publishers; in fourteen sections at 40-80 ø. each), embracing the most frequented regions. Lastly we may mention *Haffner & Dahl's Kart over Finmarkens Amt* (1:400,000; two plates).

Of Sweden, there is an excellent new ordnance map, called the '*Topografiska Corpsens Karta öfver Sverige*' (water, coloured blue), on a scale of 1 : 100,000. In 1891 there had appeared 76 sheets, extending to the N. to Lake Wenern and Gefle. — Another good map is the '*Generalkarta öfver Sverige*' (1 : 100 000), in three plates, of which the two southernmost have been issued.

Books. Of the numerous books treating of Norway and Sweden a few standard works are mentioned here: —

Annuaire Statistique de la Norvège (official, pub. at intervals).
Broch, Royaume de Norvège, etc., 2nd ed. 1878.
Bruce, C. L., The Norse Folk, etc., New York, 1857.
Du Chaillu, P. B., Land of the Midnight Sun, 2 vols., 1881.
Forbes, J. D., Norway and its Glaciers, Edin. 1853.
Hare, A. J. C., Sketches in Holland and Scandinavia, Lond. 1885.
Lloyd, L., Scandinavian Adventure, Lond. 1854.
Lovett, Norwegian Pictures, 1885.
Metcalf, F., Oxonian in Thelemarken, 2 vols., Lond. 1858.
"Old Bushman", Ten years in Sweden, Lond. 1865.
Pritchett, R. T., Gamle Norge, Lond. 1879.
Schübeler, Viridarium Norvegianum (admirable account of the flora).
Taylor, Bayard, Northern Travel, Lond. 1857.
Vincent, Norsk, Lapp, and Finn, 1881.
Wood, Round about Norway, Lond. 1882.

VIII. Names and their Meanings.

The spelling and pronunciation of the names of Scandinavian places is very variable. In Sweden the modified *a* and *o* are written *ä* and *ö*, in Norway usually *æ* and *ø*, while *ä* and *ö* also occur, the latter being sometimes used to indicate the short sound of the letter. Again in Norway *aa*, *au*, *ou*, and *o* are frequently interchanged, as in *Laag*, *Laug*, *Loug*, or *Log*, 'river', and *Haug* or *Houg*, 'hill'. The vowels *ø*, *u*, *ei*, *øi*, and *e* are also frequently interchanged, their pronunciation remaining nearly identical, so that the same word will sometimes assume such various forms as *Synjereim*, *Sønnerheim*, or *Sønnerum*, *Bredheim* or *Breum*, *Marok*, *Mæraak*, or *Merok*, *Eidfjord* or *Øifjord*. The letter *d* in combination with other consonants or at the end of a word is usually mute, and therefore often omitted (as *Meheia* for *Medheia*, *Haukeli* for *Haukelid*, etc.). Lastly, *g* and *k*, when hard, are often used indifferently, as *Agershus* or *Akershus*, *Egersund* or *Ekersund*, *Vig* or *Vik*. The article *en* or *et* (see grammar in the appendix) is often added in common speech to names which appear in the map without it (*Krogleven*, *Kroglev*, etc.). In Danish or Norwegian the letter *w* does not occur, but in Swedish *v* and *w* are constantly interchanged, the latter having lately come more into vogue.

In both countries the traveller will often be struck by the primitiveness of the nomenclature, many names signifying merely 'the creek', 'the promontory', 'the lake', 'the end of the lake', 'the river', 'the river-valley', 'the valley-river'. Farm-houses again are usually named after their proprietors, and the converse is often the case. The following is a list of several common Norwegian words (*æ* and *ø* being placed last in the alphabet): —

Aak, *Ok*, probably contracted from *Aaker* or *Ager*, field, cultivated land.
Aar, from *Aa*, river.
Aas, ridge.
Aur, see *Øre*.
Bakke, hill.
Bræ, glacier.
Bu, *Bø*, 'Gaard', hamlet.
By, town, village.
Bygd, parish, district, hamlet.
Dal, valley.
Egg, corner, edge, ridge.
Odde, tongue of land, promontory.
Os, mouth, estuary.
Plads, hamlet, clearing.
Præstegaard, parsonage.
Sæter, 'chalet', mountain-farm, cowherds' hut.
Sjø, *Sø*, lake.
Stabbur, store-house.
Stul, *Støl*, see 'Sæter'.
Stue, wooden house, sæter, hut.
Eide, isthmus, neck of land.
Elv, river.
Fjære, ebb-tide, the beach exposed at ebb-tide.
Fjeld, mountain.
Fjord, bay, arm of the sea.
Fos, waterfall.
Gaard, farm-house (Engl. 'yard').
Gald, rocky slope.
Grænd, group of chalets.
Haug, *Houg*, hill.
Hei, *Heia*, barren height.
Helle, slab, rock, cliff.
Sund, strait, ferry.
Thveit (Eng. 'thwaite') clearing.
Tind, peak.
Tjærn, *Tjern*, or *Kjærn*, mountain-lake, 'tarn'.
Tuft, *Tomt*, site of house, plot of ground (English and Scotch provincial 'toft', 'toom').
Ur, rubble, loose stones.
Vaag, bay, harbour.
Hyl, *Høl*, hollow, basin.
Kirke, church.
Klev, cliff.
Kvam, *Qvam*, ravine.
Laag, *Log*, *Laug*, *Loug*, river.
Lund, grove, thicket.
Lykke, hamlet, garden.
Mark, field.
Mo, *Mog*, plain, dale.
Mork, *Mørk*, forest; also a 'mountain-tract'.
Næs, nose, promontory.
Nut, mountain-top, peak.
Vand, *Vatn*, water, lake.
Vang, meadow, pasture.
Vas, contracted genitive of 'Vand'.
Vig, *Vik*, creek.
Yel, sandy slope.
Ø, island.
Øe, *Øy*, peninsula, tongue of land.
Øre, *Øyr*, alluvial or gravelly soil, tongue of land.

Many places have two or more names, one usually applying to the church, another to the principal 'gaard', a third to the posting-station, and so on, the number of names being sometimes in an inverse ratio to the importance of the place.

IX. On the Physical Geography of Scandinavia.

Situation. Geological Formation. Coast Line.

Scandinavia, the largest peninsula in Europe, embracing the kingdom of Norway on the W. and N. sides, Sweden on the E. and S., and part of Russia to the N.E., is about 296,500 Engl. sq. M. in area. It extends from S.S.W. to N.N.E. between 55° 20′ and 71° 10′ N. latitude, being upwards of 1100 Engl. M. in length. Between the Gulf of Bothnia and the N.W. coast its breadth is about 260 Engl. M., and towards the S. gradually increases, though at the point where the Trondhjems-Fjord forms a deep indentation it narrows to 160 M. Farther to the S., in latitude 60° (that of Christiania and Upsala), the width increases to 435 M., beyond which Norway forms a rounded peninsula ending in Cape Lindesnæs (58° 59′), while the S. part of Sweden forms another peninsula to the S.E. of the Christiania Fjord, gradually narrowing, and terminating in the promontory of Falsterbo (55° 20′) near Copenhagen. The entire coast-line of the peninsula, disregarding its innumerable indentations, measures 2060 M. in length, the part between Cape Lindesnæs and Vadsø alone measuring 1250 M.

The peninsula contains no distinctly connected mountain-ranges like those in most other countries, but mainly consists in its W. part of a vast elevated plateau, descending abruptly to the western fjords and sloping gradually down to the plains of Sweden and the Gulf of Bothnia on the E. side. Roughly speaking, a line drawn parallel with the W. coast, about 50-60 Engl. M. inland, marks the boundary of the mountain plateau, the W. margin of which is deeply indented with innumerable bays and creeks, and fringed with a belt of countless rocky islands. The latter are known as *Skjær* (Sw. *skär*), and the island-belt as the *Skjærgaard (skärgård).* To different parts of the mountain-plateau are applied the names of *Fjeld* ('fell'), *Heidar* ('heights'), and *Vidder* ('widths', barren expanses), and in the N. part of the peninsula *Kjøler* ('mountain-ranges'), and from it rise at intervals rounded and occasionally pointed peaks of considerable height.

The **Mountains** are composed almost entirely of primary rocks, presenting nearly the same form as when originally solidified, and are rarely overlaid with more recent formations, so that for the geologist they possess the charm of the most hoar antiquity. These primary rocks consist of granite, gneiss, mica, hornblende, slate, quarzite, clay-slate, limestone, and dolomite, disposed in strata, corresponding with which are occasional well-defined layers of later slate-formations and particularly of limestone. At places, notably in the *Romsdal*, or Valley of the Rauma, the gneiss, the oldest of these rocks, towers in most imposing pinnacles, 5000-6000 ft. in height, unencumbered by any later formations. That valley extends from the Moldefjord to the S.E., intersecting the pure gneiss rock, which rises on each side in almost perpendicular cliffs, 2000-3000 ft. in height, and is afterwards prolonged by the Gudbrandsdal descending to Lake Mjøsen. In grandeur of rock-scenery, and in the purity of its formation, this magnificent valley is hardly inferior to the far-famed Yosemite Valley of the Sierra Nevada in California.

About the year 1840 rocks of the **Silurian Formation** were discovered by geologists near the *Christiania Fjord*, and other deposits of that period have since been found in *Skåne*, *Western Götland*, the island of *Gotland*, *Herjeådalen*, and *Jemtland* in Sweden, and also on the banks of *Lake Mjøsen* and in *Trondhjems Stift* in Norway, but nowhere of great extent. The largest Silurian basin in the peninsula is that of the *Storsjö* in Jemtland, a lake of 2570 Engl. sq. M. in area.

One of the most instructive sections of the country is formed by the route from Sundsvall in Sweden to Östersund on the Storsjö and Trondhjem in Norway. The primitive crystalline rocks of Jemtland are first replaced by limestone, extending to the E. bank of the lake, where the Silurian formations begin. These stretch westwards to the great mountain backbone of Sweden and Norway. On this route rises *Åreskutan*, the highest mountain in Sweden (p. 326), part of the base of which on the E. and W. sides belongs to the Silurian formation, while the primary rocks, consisting of quartzite, horneblende, mica-slate, and gneiss, protrude through it all the way to the summit. From this vantage-ground we obtain an excellent idea of the character of the Scandinavian mountains. Many of the hills, rounded and worn by glacier-action, are almost entirely bare, or clothed only with lichens (*Cetraria cucullata nivalis*, *Cronicularia ochroleuca*, etc.), and present an exceedingly sombre and dreary appearance. The slopes of the intervening basins are often well wooded, but the lower plateaux are mainly covered with vast tracts of lake and marsh.

Coal occurs here and there in the peninsula. The coal-measures of Helsingborg at the S. extremity of the peninsula are of considerable extent. On the island of *Andø*, one of the Vesteraalen group, in latitude 69°, a bed of coal was also recently discovered at the mouth of the Ramsaa, the organic remains in which prove that the island must have undergone violent convulsions about the period when the coal was formed. Under the sea extends a thick seam of coal, above which lie strata of sandstone, clay-slate, and later coal, extending into the island. The island must therefore have once been larger than now, and thickly clothed with vegetation, after which it appears to have been submerged and then upheaved anew.

The configuration of the mainland must at one time have differed greatly from its present form. That it was once higher above the sea than now is proved by the nature of the coast with its water and ice-worn fjords, straits, and isthmuses *(Eid)*. On the other hand the sea appears within recent centuries to have receded at places. This was first observed by *Celsius* (d. 1744) and *Linnæus* (d. 1778), who caused marks to be made on the rocks at Kalmar and Gefle with a view to measure the retrocession of the sea, by the German naturalist *Hell* at Vardø in 1769, and by *L. v. Buch*, the geologist, in 1807. Throughout a vast tract, extending from Spitzbergen to about latitude 62°, the whole country is ascertained to be gradually rising, or the sea to be receding. In the *Altenfjord*, near Hammerfest, there are ancient coast-lines 620 ft. above the present sea-level, and others gradually decreasing in height extend all the way to Trondhjem and still farther S., while at *Trondhjem* itself it is well authenticated that the coast has risen 20 ft. within 1000 years. At *Torneå*, at the head of the Gulf of Bothnia, the ground is even said to have risen 5 ft. in a century; in the *Åland Islands*, farther S., a rise of 3 ft. within the same time has been observed; while at *Karlskrona* no change of level has been detected. To the S. of Karlskrona, on the other hand, a gradual depression of the land or encroachment of the sea appears to be taking place. These calculations are probably not very trustworthy, but careful measurements made at eleven different places between 1839 and 1865, proved that the average rise of the coast-line between Maasø and Christiania during that period was 1 foot. According to *Kjerulf*, the most eminent of the Norwegian geologists, the elevation of the coast has taken place fitfully, as several facts tend to prove. Thus it will generally be observed that in all the Norwegian valleys and fjords there are several distinct terraces, between which there is a sudden and well-defined dip, and that the old coast-lines, with their heaps of debris, descend abruptly at their lower ends at an angle of 25-30°. Again it will be noticed that the different water-levels on the rocks are marked by a kind of disintegrated pathway or furrow, each separated from its neighbour by a comparatively intact and unworn surface.

With regard to the **Glaciers** of Norway, the traveller will observe that all the most important are situated to the S. of latitude 67°. The largest is the *Jostedalsbræ* (p. 120), lying between lat. 61° and 62°, 515 Engl. sq. M. in area, and the largest glacier in Europe. In form it resembles an enormous roof, from which a number of offshoots descend to within 150-200 ft. of the sea-level. A similar ice-mantle is that of the *Folgefond* (p. 98), a little to the S. of lat. 60°, and another of vast extent is that of *Svartisen* (p. 212), within the Arctic Circle. The upper parts of these glaciers form immense and nearly level expanses of dazzling ice and snow, unbroken by moraines or crevasses, except where their ramifications descend into the valleys, or by peaks rising above them. These plateaux of ice correspond with the mountain-configuration peculiar to Norway, and on a small scale they afford an idea of the character of the glaciers which once covered the whole country. Of that glacier period numerous traces still exist in Scandinavia. Striated rocks are everywhere observable, from the coast-line upwards; the debris of moraines is distributed over every part of the country; and the soil formed by glacier-friction now forms good cultivable land and affords abundant material for brick-making. ERRATIC BLOCKS seem to have been first deposited in S. Sweden by the glaciers on their southward course, and they abound in N. Germany, sometimes lying a few feet only below the surface of the soil, sometimes clustered together with sand, mud, and gravel, and rising into hills of 70-185 ft. in height, called *Åsar* in Sweden, and known in Ireland and Scotland as escars and kames.

The coast is indented with innumerable **Fjords**, most of which have minor ramifications. Similar indentations occur in the precipitous W. coast of N. America, extending northwards from the Strait of Juan de Fuca, and on the S. American coast, to the S. of the Island of Chiloe, and on a smaller scale there are numerous fjords on the W. and E. coasts of Greenland, in Spitzbergen, Novaja Semlja, and on the W. coasts of Iceland, Scotland, and Ireland. All these fjord-formations cease within 40-50° from the equator, and at the same time they generally correspond with the rainiest regions of the countries where they occur. The E. coast of Scandinavia was probably also at one time indented with fjords, to which the numerous inland lakes once belonged, but which have gradually been filled up by the alluvial deposits of the rivers. That the fjords have been formed, as would naturally be supposed, by the erosive action of ice and water, seems to be disproved by the fact that they are often much deeper than the sea beyond their mouths. The Sognefjord, for example, is no less than 4100 ft. deep at places. The fact appears rather to be that these basins existed before the glacier era. They are generally narrow and deep, and with the exception of those in E. Finmarken, they lie at right angles to the axis of the mountains. On the banks of the fjords usually extends a strip of fertile and sheltered land which has attracted a considerable population.

The immense and intricate archipelago of the **Skjærgaard** *(skärgård)*, or island-belt, which affords admirable shelter to the coasting steamers, accompanies nearly the whole of the Scandinavian coast from Vadsø to Haparanda. The only considerable intervals are in the Arctic Ocean near the *North Cape*, off the mouth of the *Foldenfjord* (64½°), off *Jæderen* and *Lister* (between 58° and 59°), and opposite the coasts of *Halland* and *Skåne* in Sweden. Within the Arctic Circle are a considerable number of large islands, the *Kvalø*, on which Hammerfest is situated, the *Seiland*, *Sørø*, *Stjernø*, *Kaagø*, *Arnø*, *Varnø*, *Ringvadsø*, and *Hvalø;* between the last and the mainland is the *Tromsø*, with the town of that name; then *Senjen* and the *Vesteraalen* and *Lofoten Islands*. Of the last-named group the first is the *Hindø*, the largest island in Norway (870 Engl. sq. M.), to the S. of which there are others of considerable size. All these islands, particularly those near the Arctic Circle, are mountainous, and many of them present strikingly picturesque forms. Among the finest are the *Hestmandsø*, *Threnen*, *Lovunden*, *Alstenø* with the '*Seven Sisters*', and the singular *Torghatten*, all of which are described in the Handbook (pp. 207-232).

The great resource of the busy coast-population is the **Cod Fishery**, besides which the *Herring*, *Oyster*, and *Lobster Fisheries* and *Seal Hunting* yield a considerable revenue. The great fishing-banks of the Lofoten Islands are mentioned at p. 217. These fisheries support a population of no less than 100,000 souls. The annual yield of the cod-fishery is estimated at 1,300,000*l.*, and that of the seal-hunting *(Phoca vitulina)* at 55,600*l.*, while about a million and a half of lobsters are annually exported to England alone. Herrings formerly abounded near Stavanger, but disappeared from 1784 to 1808, during which period cod were abundant in that neighbourhood. In 1808 the cod in their turn disappeared and the herring returned, but since 1869 the former have again been found in their old haunts. The shoals of cod and herring are usually attended by a kind of whale *(Balenoptera musculus)*, which was formerly supposed to prey on the latter, but this is ascertained to be erroneous. The oyster-fishery is chiefly carried on on the S. coast near *Kragerø*, and on the W. coast near *Finnaas* in Søndhorland, near *Lindaas* in Nordhorland, near *Vestnæs* in the Romsdalsfjord, by the *Bjærø*, and near *Vigten* in the Namsdal. The salmon-fishery is also of considerable importance. Among the most famous rivers are the *Drammens-Elv*, the *Numedalslaag*, the *Ongne-Elv* in Jæderen, the *Suledals-Elv* in Ryfylke, the *Rauma* and *Driva* in the *Romsdal*, the *Gula* near Trondhjem, the *Namsen* in the Namsdal, and the *Alten-Elv* and *Tana* in Finmarken.

These valuable resources of the coast-districts, compared with which the *Opland* or inland districts offer little or no attraction to settlers, have also given rise to the important Maritime Trade of Norway, the foundation of which was laid by the piratical *Vikings* (inhabitants of 'Viker' or creeks), whose expeditions extended to Constantinople, and who discovered Iceland, Greenland, and N. America ('Vinland') 500 years earlier than Columbus. On some of the fjords still exist the tumuli of these early navigators, who sometimes caused themselves to be buried along with their vessels. The commercial fleet of Norway now ranks next to those of Great Britain and the United States. Timber for shipbuilding purposes is abundant.

The E. coast of the peninsula is less favourable for navigation, especially as many of the harbours have altered their position or been rendered shallow by the gradual rise of the coast-line, and accordingly few of the vikings had their headquarters there. The coasting-trade of Stockholm, however, and the inland lake and canal-traffic are of considerable importance.

Mountains, Lakes, and Rivers.

Owing to the sudden descent of the mountains on the W. coast the streams on that side of the peninsula all have the character of torrents, while on the E. side they take the form of long, narrow lakes, connected by rivers and often by waterfalls. The mountains in the northern part of the peninsula, bordering on Russia, rarely exceed 1000 ft. in height, but they become loftier as we proceed towards the S.W., rising to imposing dimensions on the *Lyngenfjord* (p. 228) and at the head of the *Saltenfjord* (p. 215), where the *Sulitelma* forms the boundary between the sister kingdoms. To the S. of the great glacier-mountains of *Svartisen* (p. 212) the mountains decrease in height, and a number of large lakes send their waters eastwards to the Baltic, while the *Namsen* and *Snaasen* descend to the well-cultivated plains on the Trondhjems-Fjord. Farther to the S. the mountains, such as the *Jomafjeld*, *Kjølhaugen*, *Åreskutan* in Sweden, and the *Syltoppe*, again attain a height of 4000-5000 ft., while the islands off the coast contain mountains of similar height. In latitude 63° the main range divides, the backbone of the peninsula continuing to run southwards, while a branch diverges to the W. nearly at a right angle. In the central range are the sources of the *Öster* and *Wester Dalelf*, which afterwards unite and descend to the S.E. to the Gulf of Bothnia. Adjoining the same range lies the *Fæmund-Sjø*, out of which flows the *Fæmunds-Elv*, afterwards called the *Klar-Elf*, and falling into Lake Wenern, whence it descends under the name of the *Göta-Elf* to the Kattegat. A little to the N. of the Fæmund-Sjø lies the *Aursund-Sjø*, the source of the *Glommen*, the largest river in Norway, which forms the imposing *Sarpsfos* at Sarpsborg and falls into the Skagerrak at Fredrikstad. Near the same lake rises the *Gula*, which descends to the N.W. to Trondhjem; and through the valleys of these two rivers runs the important railway from Christiania to Lake Mjøsen, the copper-mines of Røros, and Trondhjem.

Between the Fæmund-Sjø and the Glommen rise the lofty *Hummelfjeld*, *Tronfjeld*, and *Elgepig*, and between the Glommen and the Gudbrandsdal tower the isolated *Róndane*. To the N.W. of the latter stretches the *Dovrefjeld*, culminating in the *Snehætta* (p. 67), formerly supposed to be the highest mountain in Norway. To the W. of this point, and to the N.W. of the Gudbrandsdal, stretch the gneiss mountains of the Romsdal, already mentioned. The mountains to the S. of the Romsdal are usually known as the *Langfjelde*, which include the *Jostedalsbræ* with the *Lodalskaupe* and extend to the *Horungerfjeld* and the *Jotunheim Mountains*. To the last-named group belongs the *Ymesfjeld*, a huge mass of granite nearly 10 Engl. M. in breadth, culminating in the *Galdhøpig* (p. 147), and surrounded by rocks of the transition period. Farther to the S. lie the extensive *Lakes Gjende*, *Tyin*, and *Bygdin*, enclosed by imposing mountains, belonging like the Horunger to the easily disintegrated 'gabbro' formation, and remarkable for picturesqueness of form. All these mountains are covered with perpetual snow, except the highest and most precipitous peaks, on which the snow cannot lie.

The southern mountains of Norway, which also run from N.E. to S.W., are bounded by the Sognefjord on the N.W., by the Christiania Fjord on the S.W., and by a line drawn on the E. side from the Fillefjeld to Christiania. Between the Sognefjord and the Hardanger Fjord are the isolated plateaux of the *Vosseskavl*, the *Hardanger Jøkul*, and the *Hallingskarv*, rising above the snow-line. The Hardanger Fjeld is separated by the innermost branch of the Hardanger Fjord from the *Folgefond* (p. 98), an extensive snow-clad mountain with several peaks. To the S.E. of the Hardanger Fjord stretches the extensive *Hardanger Vidda*, with peaks 3000-4600 ft. in height, which gradually slope on the E. and S. sides. Farther to the E. are the deep valleys of the picturesque region of *Telemarken*, which frequently intersect each other. The E. outpost of the whole of this mountain-region is the *Skogshorn*, to the N. of the Hallingdal. Farther to the E. are the *Numedal*, *Hallingdal*, and *Valders* valleys, descending towards the S., beyond which we again meet with a number of transverse valleys, containing the most fertile land in Norway (such as *Hadeland* on the Randsfjord and *Ringerike* on the Tyrifjord). The mountains then descend to the plain of Jarlsberg and Laurvik. Among their last spurs are the *Gausta* and the *Lidfjeld* in Telemarken, and the isolated *Norefjeld*, rising between Lake Krøderen and the Eggedal.

The mountains extending towards the S.E. next enter the Herjeådal and Wermland in Sweden, where they contain valuable iron ores, particularly in *Wermland*, *Dalarne*, and *Westermanland*. The range next runs between Lakes Wenern and Wettern, where it is called *Tiveden*, and extends to the E. under the names of the *Tydöskog* and *Kolmården*. It then intersects the province of *Götland* and forms the plateau of *Småland* to the S. of Lake Wettern. An important spur a little to the S. of that lake is the *Taberg*, a hill containing about 30 per cent of iron ore. The hills then gradually slope down to the plains of *Skåne* and *Halland*, where there are a few insignificant heights only. In the plains of

Götland rise the isolated *Kinnekulle* on Lake Wenern, the *Halleberg*, the *Hunneberg*, and the *Omberg*.

The Swedish islands of *Gotland* and *Öland* contain no hills above 210 ft. in height.

Of comparatively late geological formation is the Swedish Basin extending from the Skagerrak through Lakes Wenern and Wettern to Lake Mälaren, the land to the S. of which was probably once an island. These lakes are believed to have once formed a water-way to the Gulf of Finland, which again was probably connected with the White Sea, and this theory is borne out by the fact that a kind of crayfish found in the White Sea and Lake Venern does not exist in the Atlantic or in the Baltic. The modern canal-route connecting these lakes is described in RR. 43-46.

The coast to the N. of Stockholm is flat, and intersected by numerous rivers and long lakes, at the mouths of which lie a number of towns chiefly supported by the timber-trade. One of the most important lakes is the picturesque *Siljan* (p. 322), through which the *Öster-Dalelf* flows. Below Falun that river joins the *Wester-Dalelf*, and their united waters form a fine cataract at Elfkarleby. Of the many other rivers the most important are the picturesque *Ångerman-Elf* (p. 328), the *Lule-Elf* (p. 328), and the *Torne-Elf* (p. 330). The last, the longest of all, is connected by a branch with the parallel river *Kalix*. Most of these eastern rivers are rather a series of lakes connected by rapids and waterfalls. The heavy rainfall among the mountains, descending into the valleys where the sun has not power to evaporate it, forms these lakes and extensive swamps, the overflow of which descends from basin to basin till it reaches the sea. The lower ends of these rivers are generally navigable for some distance. Steamboats ply on the Ångerman-Elf and the Lule-Elf (p. 328).

Climate and Vegetation.

Temperature. Judging from the degrees of latitude within which the peninsula lies, one would expect the climate to be uniformly severe and inclement, but this is only the case on the E. coast and among the central mountains. The climate of the W. coast is usually mild, being influenced by the Atlantic and the *Gulf Stream* which impinges upon it. In the same latitude in which Franklin perished in the Arctic regions of America, and in which lies the almost uninhabitable region of E. Siberia, the water of these western fjords of Norway never freezes except in their upper extremities. As we proceed from W. to E., and in some degree even from N. to S., the temperate character of the climate changes, and the winters become more severe. The climate is perhaps most equable at *Skudesnæs*, near Stavanger, where the mean temperature of January is 34.7° Fahr., and that of July 55.4°;

difference 20.7°. At *Stockholm*, on the other hand, the mean temperature of January is 24.8°, and that of July 63.5°: difference 38.7°. The difference is still greater in many places farther to the N., as at *Jockmock* (66° 36′ N. lat.; 925 ft. above the sea), where the January temperature is 3.2°, that of July 57.92°, and the difference 54.90°. The tract lying between the Varanger Fjord and the Gulf of Bothnia, the interior of Finmarken and Lapland, and the southern mountains above the height of 2300 ft., all have an annual mean temperature below the freezing point. Some of the other isothermal lines are curious. Thus the line which marks a mean January temperature of 32° Fahr. runs from the Lofoten Islands southwards, passing a little to the E. of Bergen and through the inner part of the Stavanger Fjord. It then turns to the S.E. to Cape Lindesnæs, and thence to the N.E. towards the Christiania Fjord, and southwards to Gothenburg and Copenhagen. The line marking a mean January temperature of 23° passes through Hammerfest, Saltdalen, Røros, Christiania, and Upsala. In the depth of winter, therefore, the Lofoten Islands are not colder than Copenhagen, nor Hammerfest than Christiania. Again, while the mean temperature of the whole year at the North Cape is 35.6°, it is no higher at Östersund in Jemtland, 552 Engl. M. farther south. Lastly, while the climate on the W. coast is comparatively equable throughout the year, that of the E. coast and the interior of the country is made up of a long, severe winter and a short and sometimes oppressively hot summer. The average temperature of the sea is 3½-7° warmer than the air, being of course lower than that of the air in summer and higher in winter. The healthiest part of the peninsula is probably the island of Karmø, where the death-rate is only 12 per thousand. The average rate for Norway is 19, for Sweden 20 per thousand.

Rainfall. In the interior of Norway less rain falls than on the coast. In Sweden the greatest rainfall is between Gefle and Gothenburg. The mean rainfall in Sweden is 20.28 inches, that of Gothenburg 28.18, and that of the E. coast 16.88 inches. August is the rainiest month in Sweden, especially in the N. provinces. In Norway the maximum rainfall is at Florø, where it sometimes reaches 90-91 inches per annum; on the S. coast the average is about 40 inches, and on the W. coast, to the S. and N. of Florø, 70-75 inches. August and September are the rainiest months in the E. districts of Norway, but on the W. coast the rainy season is rather later. June and July are therefore the best months for travelling in Sweden and the E. districts of Norway, and July and August for the W. coast. In the neighbourhood of the Romsdal the rainy season does not usually set in before December. Hail and thunderstorms are rare in Norway. The latter, however, are sometimes very violent on the W. coast, where no fewer than forty churches have been destroyed by lightning within the last

150 years. The following table shows the mean temperature and average rainfall in different parts of Norway: —

	Height in feet.	Latitude	Degrees of Fahr.	Rainfall in inches		Height in feet.	Latitude	Degrees of Fahr.	Rainfall in inches
Vardø	42	70° 22'	33.45	—	*Ona*	52	62° 53'	44.24	—
Nyborg	—	70° 2'	29.30	—	*Dovre*	2160	62° 5'	32.54	14.39
Fruholmen . .	29	71° 6'	35.42	—	*Røros*	2060	62° 35'	27. 5	—
Alten	—	69° 58'	33.62	—	*Florø*	29	61° 36'	43.85	75.27
Tromsø . . .	39	69° 39'	35.96	—	*Bergen* . . .	49	60° 24'	44.60	72.25
Andenæs . . .	26	69° 20'	38.48	—	*Ullensvang* .	33	60° 19'	44.78	—
Bodø	36	67° 17'	38.48	30.55	*Skudesnæs* .	36	59° 9'	44.78	42.83
Ranen	46	66° 12'	37.22	—	*Lindesnæs* .	29	57° 59'	44.24	—
Brønø	38	65° 28'	40.28	34.34	*Mandal* . . .	56	58° 2'	43.85	55.11
Ytterøen . . .	250	63° 49'	41.00	22.36	*Sandøsund* .	42	59° 55'	43.85	23.14
Christiansund	66	63° 7'	43.16	37.48	*Christiania* .	79	59° 55'	41.36	21.19

Air Pressure. The pressure of the air in January is greatest in the interior of N. Norway and lowest in Finmarken. In July it is highest on the W. coast and lowest in the interior. The prevailing winds in winter are accordingly land-winds, which are frequently diverted towards the N. and follow the line of the coast. In summer, on the other hand, W. and S.W. winds prevail, blowing towards the region where the air-pressure is lowest, also frequently following the line of the coast towards the N., and rarely impinging on the coast at a right angle. The most prevalent wind blows from the S.W., and on the coast is usually accompanied with dull weather, but this is less the case in the interior. The most violent storms, which prevail chiefly in winter, come from the same quarter. The mountains form a boundary between two distinct climates, the W. wind being the dampest on the W. coast and the driest in the interior.

The **Vegetation,** as might be expected from the climate and the geological features of the peninsula, is generally poor, but the flora is unusually rich for so northern a region. About 25,758 Engl. sq. M. are covered with forest, chiefly pines, the wood of which is valuable owing to the closeness of the rings which mark its annual growth. Next in frequency are the oak, the birch, the elm, and the beech. Other trees occur also, but not in the forests. The beech, which suffers more from cold than the oak, but does not require so high a mean temperature, rarely occurs in Sweden N. of Kalmar, while the oak is found as far N. as Gefle. In Norway, on the other hand, the beech extends to a point beyond Bergen, and the red beech even occurs at Trondhjem. Near Laurvik, in latitude 59-59$^1/_2$°, the beech is found in considerable plantations. — The apple-tree *(Pyrus malus)* occurs as far as 65° 10′ N. lat., the plum *(Prunus domestica)* up to 64°, and the cherry to 66°, while currants *(Ribes nigrum* and *rubrum)*, gooseberries *(Ribes grossularia)*, strawberries *(Fragaria vesca)*, raspberries *(Rubus idaeus)*, and the common bilberry *(Vaccinium myrtillus)* occur as far north as the North Cape.

Wheat is cultivated as far as 64½°, and in the S. districts up to a height of 1000-1250 ft. above the sea; *Rye* grows as far N. as 69°, and in the S. up to a height of 1950 ft.; *Barley* and *Oats* occur up to 70°, and in the S. to a height of 2050 ft. above the sea. Botanists are referred to the instructive works of Schuebeler and Axel Blytt. — The cultivated land in Norway occupies the insignificant area of 1074 Engl. sq. M., but in Sweden 10,678 sq. M. In the northern regions the *Oxyria remiformis*, a kind of sorrel, is largely cultivated as a substitute for corn. It is kept in a frozen condition in winter and boiled down to a pulp for use, being frequently mixed with flour and made into *Fladbrød*. In the S. districts, however, the 'flat bread' is usually made of wheat or barley flour mixed with mashed potatoes, and sometimes with pease-meal. The Lapps mix their bread with reindeer-milk and sometimes with the bitter *Mulgedium alpinum*, which is believed to be a preventive of scurvy.

It is a curious fact that barley takes exactly the same time (90 days) to ripen at Alten (70° N. lat.) as at Christiania and in the S. of France, but it is now generally believed that the great length of the Arctic days compensates for the lack of warmth. The seed, however, if brought from a warmer climate, requires to be acclimatised, and does not yield a good crop until after two or three seasons, so that the effects of a bad harvest are felt for several succeeding years.

The traveller will also observe that the leaves of most of the trees which occur in the northern districts of Norway are larger than those of trees of the same kind in the southern regions. Thus the leaves of maples and plane-trees *(Acer platanoides* and *pseudoplatanus)* transplanted from Christiania to Tromsø have been found to increase greatly in size, while the trees themselves become dwarfed in their growth. This leaf development is also attributed to the long continuance of the sunlight in summer. It would be interesting to know what effects the protracted light produces on the colours of flowers and the flavour of fruits, but these points have not yet been investigated.

The **Animal Kingdom** comprises most of the domestic and other animals common in Great Britain, besides many which are now extinct there, and a number of others peculiar to the Arctic regions. Among the animals most characteristic of the country are the reindeer *(Cervus tarandus)*, an exceedingly useful mammal, and the sole support of the nomadic Lapps, and the lemming *(Georychus* *lemmus)*, a rodent, somewhat resembling a water-rat, which sometimes affords food to the reindeer (see p. 150). Among beasts of prey the bear and the wolf are still common in many parts of the country, and the lynx and glutton occasionally occur. For killing any one of these the government offers a reward of 25 crowns. Conspicuous among large game is the handsome elk ('Elsdyr'; *Cervus alces*), now becoming rare, next to which rank the reindeer and the red deer. The finest of the wildfowl is the capercailzie ('Tjur'; *Tetrao urogallus*), after which come the ptarmigan ('Rype'; *Lagopus mutus*) and hazel-grouse ('Hjerpe'; *Tetrao bonasia*). Partridges rarely occur in Norway, but abound in the S. of Sweden, where they were introduced about the year 1500. The most valuable of the wildfowl, however, is the eider-duck ('Eder'; *Anas mollissima*), which is most abundant within the Arctic Circle. The down of the female, which she uses in making her nest, is gathered in the *Dunvær* of Finmarken, yielding a considerable revenue.

The **Population** is now almost exclusively of Gothic origin, but the oldest element consists of the *Lapps* and the *Finns*, who were probably the aboriginal inhabitants of the country and who both belong to the Ugrian race. Their languages are both of the Turanian stock (akin to Hungarian), and are said by Castren, the philologist, to have been identical some 2000 years ago. The Lapps now number about 24,000 only in Norway and Sweden, and the Finns about 22,000 souls. They are both of the Mongolian type, with high cheek-bones, low foreheads, full lips, narrow eyes, blunt noses, and yellowish complexions, but the Finns are now by far the superior race, both physically and mentally. The names usually applied to them are not used by themselves. The Lapps ('nomads') call themselves *Sami* or *Sahmelads*, and the Finns ('fen-dwellers') *Suomi*. — The dominant race, by which the Lapps have been well-nigh extinguished, is of the Aryan or Indo-Germanic stock, and is believed to have begun to settle in the peninsula before the birth of Christ (see below). With regard to their language, see the grammars at the end of the volume. — The total population of Norway in 1891 was about 2,000,000, that of Sweden about 4,775,000. The annual increase, which is slow, owing to the frequency of emigration, now amounts in Norway to about 14,000, and in Sweden to 19,000 per annum.

X. History of Sweden and Norway.

Prehistoric Period. The earliest antiquities in Scandinavia belong to the Flint Period, during which the peninsula appears to have been inhabited by the same race as Denmark and N. Germany. Their rude implements indicate that they possessed fixed dwelling-places and cattle, and were acquainted with the art of fishing and probably of hunting also. They buried their dead in large stone tomb-chambers. This epoch was succeeded by the Bronze Period, when implements and ornaments in bronze and even in gold were first imported, and afterwards manufactured by the natives themselves. Agriculture was now regularly practised, and the same domestic animals were used as at the present day. The tombs of this period sometimes contain cinerary urns, and sometimes bones unconsumed. During this and the preceding period the population seems to have been confined to Skåne and Wester-Götland. Lastly, about the time of the birth of Christ, begins the Iron Period, when the use of that metal was introduced from Central Europe. At the same time silver and glass make their appearance, and Roman coins and 'bracteates' (ornamental discs of metal) are occasionally found.

During this period also the contents of tombs prove that the dead were sometimes burned and sometimes buried in coffins. The cinerary urns are usually of terracotta, rarely of bronze. Among other curiosities which have been found in the tombs are trinkets and weapons, some of which appear to have been purposely broken. To this period also belong the earlier *Runic Inscriptions*, in a large character differing from that afterwards used. Quite distinct from the earlier part of this era is the Later Iron Period, which began in Sweden about the year 500 or 600, and in Norway about the year 700 A. D. The Runic inscriptions of this period are in the smaller character, and the language had by this time attained to nearly the same development as that used by the later MSS., while the native workmanship exhibits evidence of a new and independent, though still barbarous stage of culture.

To what race the inhabitants of Scandinavia during the first and second of these periods belonged is uncertain, but it is supposed that they were of the aboriginal Finnish stock. That the relics of the following periods were left by a different race is most probable, as no antiquities have been found which show a gradual transition from the bronze to the early iron period, and it is well ascertained that the inhabitants of the S. parts of the peninsula were of Germanic origin, both during the earlier and later iron periods. It has also been ascertained that the older Runic alphabet of 24 letters, common to Scandinavian, Anglo-Saxon, Burgundian, and Gothic inscriptions, was afterwards modified by the Scandinavians, who substituted for it the smaller character, consisting of 16 letters only. It therefore seems to be a well-established fact that during the later iron period, if not earlier, the Scandinavians had developed into a nationality distinct from the ancient Goths or the Anglo-Saxons.

Transition to the Historical Period.

The earliest historical writers agree that Scandinavia was at an early period inhabited partly by a Germanic race, and partly by Finns or Lapps. The Germanic inhabitants, before whom the weaker race seems gradually to have retreated, were first settled in Skåne (Skáney) in the S. of Sweden, whence the country was named Scandia, and the people Scandinavians. The name of 'Swedes' is mentioned for the first time by Tacitus *(Suiones)*, the 'Goths' are spoken of by Ptolemy, and the *Suethans* and *Suethidi* (i. e. *Svear* and *Svíthjód*) by Jordanis. Jordanis also mentions the *Ostrogothae* and *Finnaithae*, or the inhabitants of Öster-Götland and Finnveden in Sweden, the *Dani* or Danes, the *Raumariciæ* and *Ragnaricii*, or natives of Romerike and Raurike in Norway, and lastly the *Ethelrugi* or Adalrygir, and the *Ulmerugi* or Hólmrygir. As far back, therefore, as the beginning of our era, the population in the S. of Sweden and Norway appears to have been of the Gothic stock. To this also points the fact that the names of Rugians, Burgundians, and Goths still occur frequently in Scandinavia; the Rygir were a Norwegian tribe, the name Borgund and Bornholm (Borgundarholm) recur more than once, and the district of Götland and the island of Gotland or Gutland were doubtless so called by Goths or Jutes. It is therefore more than probable that the picturesque myth of the immigration of the Æsir or ancient Scandinavians from Asia under the leadership of Odin entirely lacks foundation in fact.

It is at least certain that the history of Scandinavia begins with the later iron period. At that time the southernmost part of Sweden seems to have belonged to the Danes. Farther N. was settled the tribe of the *Götar*, to whom belonged the adjacent island of Öland, while Gotland appears to have been occupied by an independent tribe. Still farther N. were the *Svear*, who occupied Upland, Westermanland, Södermanland, and Nerike. The territories of the Götar and the Svear were separated by dense forest, while the latter were also separated from the Norwegian tribes by forests and by Lake Wenern and the Götaelf. Beowulf, the famous Anglo-Saxon epic poem, dating from about the year 700, mentions Denmark as an already existing kingdom, and also speaks of the different states of the Götar and Svear, which, however, by the 9th cent. had become united, the Svear, or Swedes, being dominant. The same poem refers to 'Norvegr' and 'Nordmenn', *i.e.* Norway and the Northmen, but throws no light on their history. It is, however, certain that the consolidation of Norway took place much later than that of Denmark and Sweden, and doubtless after many severe struggles. To the mythical period must be relegated the picturesque stories of the early Ynglingar kings, beginning with *Olaf Trætelje*, or the 'tree-hewer'; but they are probably not without some foundation in fact, and it is at any rate certain that the migrations and piratical expeditions of the Northmen, which soon affected the whole of the north of Europe, began about this time (7th-8th cent. A. D.). The predatory campaigns of the Danish King Hugleikr, which are mentioned both in the Beowulf and by Frankish chroniclers, are doubtless a type of the enterprises of the vikings (from *Vik*, 'creek'), which continued down to the 11th century. The Swedes directed their attacks mainly against Finland, Kurland, Esthonia, and Russia, which last derived its name and its political organisation from Sweden; the Danes undertook expeditions against France and England, and the Norwegians chiefly against the north of England, Scotland, the Orkney and Shetland Islands, and the Hebrides.

Norway before the Union.

From the semi-mythical Ynglingar and Olaf Trætelje, who is said to have flourished about the middle of the 7th cent., *Halfdan Svarte*, king of a part of Norway corresponding with the present Stift of Christiania, professed to trace his descent. His son **Harald Haarfager** ('fair-haired'), after several severe conflicts, succeeded in uniting the whole of Norway under his sceptre after the decisive battle of the Hafrsfjord near Stavanger in 872. The final consolidation of the kingdom, however, was not effected until a century later. The kingdom was repeatedly attacked by the petty kings who had been banished, while great numbers of the peasantry, to escape the burdens of taxation, emigrated to the Orkney and Shetland Islands, to Iceland, and even to the Hebrides. In this weakened condition Harald transmitted the crown to his favourite son *Eiríkr Blódöx*, whose exploits as a viking had gained for him the sobriquet of 'bloody axe'. After having slain several of his brothers, Erik was expelled about the year 935 by *Haakon the Good*, who in his turn was defeated and slain by Erik's sons at the battle of Fitjar in 961. Among the sons of Erik, several of whom were put to death by their own subjects, the most distinguished was *Harald Graafeld*, who was, however, at length defeated by the Jarl (earl) of Lade in the district of Trondhjem, with the aid of Harald Gormsson, king of Denmark (970). At this period a number of petty kings still maintained themselves on the fjords and in the interior of the country, trusting for support from the kings of Sweden and Denmark. The Jarls of Lade, who ruled over Trondhjem, Helgeland, Namdalen, and Nordmøre, acknowledged the supremacy of the kings of Norway, until Haakon Jarl transferred his allegiance to the kings of Denmark. On the outbreak of war between Denmark and Germany he succeeded in throwing off the Danish yoke, but did not assume the title of king. Haakon was at length slain by one of his own slaves during an insurrection of the peasantry (995), whereupon **Olaf Tryggvason**, a descendant of Haarfager, obtained possession of the kingdom, together with the fjords and inland territory which had belonged to Haakon. With the accession of Olaf begins a new era in the history of Norway.

In the 10th century Paganism in the north was in a moribund condition. Based on the dual system of a world of gods *(Ásgardr, Godheimr)* and a realm of giants *(Utgardr, Jötunheimr)*, it regarded mankind *(Midgardr, Mannheimr)* as a kind of object of contention between the two. All alike partook equally of the joys and sorrows of life, of sin, and even of death. The period of the vikings, however, to the close of which we owe the Eddas, materially altered the tenets of the old religion. As victory was their great object, they elevated *Odin*,, the god of victory, to the highest rank in their pantheon, while *Thor*, the god of thunder, had hitherto reigned supreme. The bards depict in glowing colours the halls of Odin, which become the abode of heroes slain in war. But as the gods had been in many respects lowered to the rank of men, and were themselves believed to have their destinies swayed by fate, it necessarily followed that they were not themselves the Creators, but at most the intermediate artificers and administrators of earth. They therefore failed to satisfy the religious wants of men, who began to speculate as to the true and ultimate Creator of the universe, and it was about this period that Christianity began to dawn on the benighted north. The vikings came into frequent contact with Christian nations, and Christian slaves were frequently brought to Norway and Sweden. Many of the Northmen professed to be converted, but either retained many of their old superstitions or speedily relapsed into them. A few, however, embraced the new religion zealously, and it is to them that the final conversion of the peninsula was due. The first Christian monarch was Haakon the Good, who had been brought up by King Athelstane in England, and been baptised there; but his attempts to convert his people were violently opposed and met with no success. The sons of Eric, who had also been converted in England, showed little zeal for Christianity, and under Haakon Jarl heathenism was again in the ascendant. At length when Olaf Tryggvason, who had also become a Christian, ascended the throne, he brought missionaries from England and Germany to Norway and succeeded in evangelising Norway, Iceland, the Orkney and Shetland Islands and the Faroes, partly by persuasion, and partly by intimidation or by bribery. Iceland, however, had already been partly converted by Thorvaldr Vidförli, a native missionary, aided by the German bishop Friedrich.

King *Svejn Tveskæg* ('double beard') of Denmark now attempted to re-establish the Danish supremacy over Norway, and for this purpose allied himself with his stepson King Olaf, Skotkonung or tributary king of Sweden, and with Eric, the son of Haakon, by whose allied fleets Olaf Tryggvason was defeated and slain in the great naval battle of Svold, on the coast of Pomerania, about the year 1000. Norway was now partitioned between the kings of Denmark and Sweden, who ceded most of their rights to the Jarls Eric and Svejn, sons of Haakon Ladejarl. The kingdom, however, was soon permanently re-united by **St. Olaf,** son of *Harald Grenski*, and a descendant of Harald Haarfager. After having been engaged in several warlike expeditions, and having been baptised either in England or in Normandy, he returned to Norway in 1014 to assert his claim to the crown. Aided by his stepfather *Sigud Syr*, king of Ringerike, and by others of the minor inland kings, he succeeded in establishing his authority throughout the whole country, and thereupon set himself energetically to consolidate and evangelise his kingdom. His severity, however, caused much discontent, and his adversaries were supported by Canute, king of England and Denmark, who still asserted his claim to Norway. Canute at length invaded Norway and was proclaimed king, while Olaf was compelled to seek an asylum in Russia (1028). Having returned with a few followers to regain his crown, he was defeated and slain at Stiklestad near Levanger on 29th July, 1030. Canute's triumph, however, was of brief duration. He ceded the reins of government to *Haakon Jarl Erikssøn*, and after the death of the jarl to his son *Svejn* and the English princess *Aelgifu*, the mother of the latter; but a reaction speedily set in, stimulated chiefly by the rumour of Olaf's sanctity, which found ready credence and was formally declared by a national assembly. Olaf's son **Magnus,** who had been left by his father in Russia, was now called to the throne, and Svejn was obliged to flee to Denmark (1035). The sway of Magnus was at first harsh, but he afterwards succeeded in earning for himself the title of 'the good'. In accordance with a treaty with Hardicanute in 1038, he ascended the throne of Denmark after the Danish monarch's death in 1042, but his right was disputed by *Svend Estridssøn*. In 1046 he assumed as co-regent the turbulent *Harald Sigurdssøn*, step-brother of St. Olaf, who succeeded him on his death in 1047. After a series of violent conflicts with Svend, Harald was obliged to renounce his pretensions to the crown of Denmark, but on Harald's death at the Battle of Hastings (1066) the hostilities between Norway and Denmark broke out anew. Harald was succeeded by **Olaf Haraldssøn,** who in 1068 entered into a new treaty with Svend of Denmark at Kongshelle, whereby the independence of Norway was finally established.

Olaf, who was surnamed *Hinn Kyrri*, or 'the peaceful', now devoted his attention to the internal organisation of his kingdom, and several of the Norwegian towns began to attain importance. Skíringssalr (near Laurvik) and the neighbouring Tønsberg already existed; Nidaros (afterwards Trondhjem) is said to have been founded by Olaf Tryggvason, Sarpsborg by St. Olaf, and Oslo by Harald Hardraade; but the foundation of Bergen and several other towns, probably including Stavanger, is attributed to Olaf Kyrri. His court was famed for its magnificence and the number of its dignitaries, and at the same time he zealously promoted the interests of the church. While Olaf's predecessors had employed missionaries, chiefly English, for the conversion of their subjects, he proceeded to establish three native bishoprics and to erect cathedrals at Nidaros, Bergen, and Oslo, making the dioceses as far as possible co-extensive with the three provinces in which national diets *(Thing)* were held. His warlike son *Magnus Barfod* (1093-1103), so surnamed from the dress of the Scotch Highlanders which he had adopted, did not reign long enough seriously to interrupt the peaceful progress of his country, and the three sons of Magnus, *Øystein* (d. 1122), *Sigurd* (d. 1130), and *Olaf* (d. 1115), thereafter proceeded to carry out the plans of their grandfather. Sigurd was surnamed *Jorsalafarer* ('Jerusalem farer') from his participation in one of the Crusades (1107-11). The same devotion to the church also led about this period to the foundation of the bishopric of Stavanger, and of several monasteries (those of Sælø in the Nordfjord, Nidarholm near Trondhjem, Munkelif at Bergen, and Gimsø near Skien), and to the introduction of the compulsory payment of tithes (*Tiende*, 'tenths', known in Scotland as 'teinds'), a measure which secured independence to the church. King Øystein is said to have been versed in law, and both he and several of his predecessors have been extolled as lawgivers, but no distinct trace of legislation in Norway of a period earlier than the beginning of the 12th cent. has been handed down to us.

After Sigurd's death the succession to the throne was disputed by several claimants, as, in accordance with the custom of the country, all relations in equal propinquity to the deceased, whether legitimate or not, enjoyed equal rights. The confusion was farther aggravated by the introduction (in 1129) of the custom of compelling claimants whose legitimacy was challenged to undergo the 'iron ordeal', the practical result of which was to pave the way for the pretensions of adventurers of all kinds. Conflicts thus arose between *Harald Gilli*, a natural son of Magnus Barefoot, and *Magnus Sigurdssøn;* between *Sigurd Slembedegn*, who claimed to be a brother of Harald, and *Ingi* and *Sigurd Munn*, sons of Harald; and afterwards between *Ingi* and *Haakon Herdebred*, a son of Sigurd Munn. All these pretenders to the throne perished in the course of this civil war. Ingi was defeated and slain by Haakon in 1161, whereupon his partisans elected as their king

Magnus Erlingssøn, who was the son of a daughter of Sigurd Jorsalafarer. Haakon in his turn having fallen in battle, his adherents endeavoured to find a successor, but Erling, the father of Magnus, whose title was defective, succeeded in obtaining the support of Denmark by the cession of Vigen, and also that of the church.

Meanwhile the church had firmly established her power in the north. At first the sees of Sweden and Norway had been under the jurisdiction of the archbishops of Hamburg and Bremen, but in 1103 an archiepiscopal see was erected at Lund in Skåne. The Norwegians, however, desiring an archbishop of their own, Pope Eugene II. sent *Cardinal Nicholas Breakespeare* to Norway for the purpose of erecting a new archbishopric there, and at the same time a fifth bishopric was erected at Hamar. The new archbishop's jurisdiction also extended over the sees of Iceland, Greenland, the Faroes, the Orkneys, the Hebrides, and the Isle of Man, and his headquarters were established at Trondhjem. In 1164 Erling Jarl induced Archbishop Eystein to crown his son Magnus, a ceremony which had never yet taken place in Norway, and at the same time he engaged to make large concessions to the church, including a right to a voice in the election of future kings.

Supported by the church, personally popular, and a meritorious administrator, Magnus had at first no difficulty in maintaining his position, but his title and the high privileges he had accorded to the church did not long remain unchallenged.

After several insurrections against Magnus had been quelled, there arose the formidable party of the *Birkebeiner* ('birch-legs', so called from the bark of the birch which they used to protect their feet), who in 1177 chose as their chief **Sverre**, a natural son of Sigurd Munn, who had been brought up as a priest, and who soon distinguished himself by his energy and prudence. In 1179 Erling was defeated and slain by Sverre at Nidaros, and in 1184 his son Magnus met the same fate in the naval battle of Fimreite in the Sogn district. Sverre's right to the crown, however, was immediately challenged by new pretenders, and he incurred the bitter hostility of the church by ignoring the concessions granted to it by Magnus. In 1190 Archbishop Eric, Eystein's successor, fled the country, and the king and his followers were excommunicated; but, though severely harassed by several hostile parties, particularly the *Bagler* (the episcopal party, from *Bagall*, 'baculus', a pastoral staff), Sverre died unconquered in 1202. He was succeeded by his son *Haakon* (d. 1204), by *Guttorm Sigurdssøn* (d. 1204), and by *Inge Baardssøn* (d. 1217), under whom the hostilities with the church still continued. For a time, however, peace was re-established by **Haakon Haakonssøn** (1217-63), a grandson of Sverre, under whom Norway attained a high degree of prosperity. His father-in-law Skule Jarl, brother of King Inge, on whom he conferred the title of duke, proved his most serious opponent, but on the death of the duke in 1240 the civil wars at length terminated. New rights were soon afterwards conferred on the church, but of a less important character than those bestowed by Magnus Erlingssøn, the clergy being now excluded from a share in the election of kings. The king also amended the laws and sought to extend his territory. Since the first colonisation of Iceland (874-930) the island had been independent, but shortly before his death Haakon persuaded the natives to acknowledge his supremacy. In 1261 he also annexed Greenland, which had been colonised by Icelanders in the 10th cent. and previously enjoyed independence, so that, nominally at least, his sway now extended over all the dioceses subject to the see of Trondhjem, including the Orkney and Shetland Islands, the Faroes, the Hebrides, and the Isle of Man. His claim to the Hebrides being disputed by Alexander III. of Scotland, he assembled a fleet for the purpose of asserting it, and set sail for the Orkney Islands, where he died in 1263. He was succeeded by his son *Magnus Lagabøter* ('betterer of laws'), who by the treaty of Perth in 1268 renounced his claims to the Hebrides and Man in return for a small payment from Alexander. In his reign, too, the Swedish frontier, long a subject of dispute, was clearly defined, and the relations between church and state were placed on a more satisfactory footing.

Constitution. From an early period Norway was divided into four large districts, each presided over by a *Thing* or *Lagthing (Løgthing)*, a diet with judicial and legislative functions. The eight *Fylker* or provinces of Trondhjem sent representatives to the *Frostuthing*, so named from Frosten, the meeting-place of the diet, and to these were afterwards added *Helgeland*, *Namdalen*, *Nordmøre*, and *Romsdalen*. The *Gulathing*, in the Fylke of Gulen, embraced the Fylker of *Firda*, *Sygna*, and *Hørda*, to which *Rogaland*, *Agder*, and *Sondmøre* were afterwards added. The district of *Vigen* appears to have had a Thing of its own, which after the time of St. Olaf met at Sarpsborg and was called the *Borgarthing;* but from the 12th cent. onwards representatives were sent to this diet by *Ranríki*, *Vingulmørk*, *Vestvold*, and *Grenafylke* also. Lastly the mountain-districts of *Heina*, *Hada*, and *Rauma* held a diet called the *Heidsævisthing*, afterwards named the *Eidsifathing* from Eidsvold where it assembled. This diet, though separate from that of Vigen, was under the same law, which had been declared common to both by St. Olaf. A committee of each diet, called the *Løgretta*, chosen by the king's officers, performed the judicial duties of the diet, while the Løgthing itself exercised jurisdiction over the diets held at irregular intervals in the different Fylker. Resolutions were passed by a majority of the peasantry at the diet. The four cities of *Trondhjem*, *Bergen*, *Tønsberg*, and *Oslo* each possessed a distinct Løgthing, the law administered by which was called 'Bjarkeyjarrettr'.

King Magnus proceeded to abolish these diets (in 1267 and

1268), but was prevented from finally accomplishing his object by the protest of Archbishop Jón Raudi at the diet of Frosten (1269). He then directed his attention to the amendment of the laws. In 1271 a code called *Järnsida* ('iron side') was completed, and in 1272-4 a new code was promulgated at the Frostuthing, which seems to have been immediately adopted by the other districts. In 1276 a new municipal law was introduced at Bergen and soon afterwards into the other towns also; and lastly the *Jónsbók*, a collection of the laws of the mainland, was compiled in 1280 and promulgated in Iceland. From these codes ecclesiastical law was excluded. Though each of them bears a distinctive name, such as 'Law of the Frostuthing', 'Town Laws of Bergen', etc., and is somewhat modified to suit the requirements of the district or town which adopted it, they substantially formed a single code for the whole kingdom. The whole country was now subject to the jurisdiction of the four diets, with the exception of Helgeland, Jemtland, and Herjedalen, which still formed independent districts. Meanwhile King Magnus concluded a *Concordat* with the church at Bergen in 1273 and another at Tønsberg in 1277, and at the same time sanctioned an ecclesiastical code drawn up by Archbishop Jón, wherein he renounced all control over ecclesiastical causes and over the election of prelates. Another interesting code of this period was the *Hirdskraa* ('law of servants', probably 1274-77), which affords an insight into the early condition of Norway.

Magnus Lagabøter died in 1280 and was followed by his son **Erik Magnussøn** (d. 1299), who was succeeded by his brother **Haakon Magnussøn** (d. 1319). Under these monarchs the concessions of Magnus to the church formed the subject of constant dispute, and it was not till 1458 that they were finally secured to the hierarchy by Christian IV. In their secular administration, however, the sons of Magnus experienced less difficulty. At first the functions of the Løgthing or diets had been deliberative, judicial, and legislative, and those of the king executive only, but the constitution gradually assumed a more monarchical form. The first step was to transfer the judicial powers of the diets to officials appointed by the king himself. The Løgmenn ('lawyers') had originally been skilled assessors at the diets, elected and paid by the peasantry, but from the 13th cent. onwards it was customary for the king to appoint them, and they became the sole judges of all suits in the first instance. In the second or higher instance the diet was still nominally the judge, but it was presided over by the Løgmann and attended by others of the king's officials. The king himself also asserted a right to decide cases in the last instance, with the aid of a 'council of the wisest men'. The four ancient diets were thus in the course of time transformed into ten or twelve minor diets, presided over by Løgmenn.

At the same time great changes in the social and political system were effected. In accordance with the old feudal system, it had been customary for the kings to bestow temporary and revocable grants of land ('Veitsla', probably from *veitla*, 'to bestow') on their retainers and courtiers ('Hird'), on the understanding that the tenants ('Huskarlar') would administer justice, collect the taxes, and render military and other services. In some cases, too, a Jarl was appointed governor of a considerable district and invested with extensive powers and practical independence, and it was usual for the king to confirm the heirs of these officials and dignitaries in their respective lands and offices. All these minor jurisdictions, however, were abolished by Haakon Magnussøn (1308), who directed that all his officials should in future be under his own immediate control. Thus, by the beginning of the 14th cent., the Norwegian monarchs had attained a position of great independence, and had emancipated themselves alike from democratic and from aristocratic interference. The peasantry, however, always enjoyed greater freedom than in most other European countries, and possessed their lands in freehold, being themselves lords of a great part of their native soil; but they never attained to much wealth or importance, as the trade of the country from a very early period was monopolised by Germans and other foreigners. Of scarcely greater importance was the nobility of the country, their lack of influence being due to want of organisation and political coherence.

The **Intellectual Culture** of Norway during this period, as may be supposed, made no great progress. The Runic character had indeed been in use from the early Iron Period downwards, but it was merely employed for short inscriptions and rude registers of various kinds, and not for literary purposes. On the foundation of the archbishopric of Lund, the Latin character was at length introduced, but before that period all traditions and communications were verbal, and it is mainly to the bards or minstrels ('Skáldskapr') that we owe the preservation of the ancient mythical and historical sagas or 'sayings'. About the year 1190 the Latin character began to be applied to the native tongue, both for secular and religious purposes. Of the exceedingly rich 'Old Northern' literature which now sprang up, it is a singular fact that by far the greater part was written by Icelanders. Among the most famous of these were *Ari Fródi* (d. 1148), the father of northern history; *Oddr Snorrason* and *Gunnlaugr Leifsson* (d. 1218), the biographers of King Olaf Tryggvason; the prior *Styrmir Kárason* (d. 1245), the biographer of St. Olaf; the abbot *Karl Jónsson* (d. 1212), the biographer of King Sverre; and lastly *Eiríkr Oddsson*, *Snorri Sturluson* (d. 1241), and *Sturla Thordarson* (d. 1284), who were both historians of the kings of Norway and zealous collectors of their own island lore. The bards attached to the Scandinavian courts were also generally Icelanders. To Norwegian authorship are traceable comparatively few literary works, the most important being juridical compilations, the 'King's Mirror', which affords an insight into the court-life and commercial transactions of the 13th cent., the 'Anekdoton Sverreri', a polemic in favour of the crown against the church, several ballads of the earlier Edda, and a number of romances translated from English and French. This poverty of the literature of the mainland is doubtless to be accounted for by the fact that it was constantly harassed by wars and intestine troubles at this period, while Iceland was in the enjoyment of peace. While, moreover, in Norway the clergy held themselves aloof from the people and from secular pursuits, and the nobles were busily engaged in fashioning their titles, their manners, and their costumes on the model of those of their more civilised neighbours, the Icelanders of all classes retained their national coherence in a far higher degree, all contributing with equal zeal to the patriotic task of extolling their island and preserving its ancient traditions.

Sweden before the Union.

With regard to the early history of Sweden there exist no chronicles similar to those of the Icelanders and Norwegians. It is ascertained, however, that the country was partly evangelised in the 9th cent. by *Anskar* (d. 865) and other German missionaries, and by his successor *Rimbert* (d. 888). *Archbishop Unni* afterwards preached the Gospel in Sweden, where he died in 936, and after the foundation of several bishoprics in Denmark about the middle of the 10th cent., Sweden was visited by several other German and Danish missionaries. The secular history of the country is involved in much obscurity, from which, however, it to some extent emerges when it comes into contact with that of Norway. About the end of the 10th century *Olaf Skötkonung* ('tributary king') took part in the battle of Svold against Olaf of Norway and in the subsequent dismemberment of that country. He was afterwards compelled by his own peasantry to promise to come to terms with St. Olaf, and on his failure was threatened with deposition. He was then obliged to assume his son *Önund* as co-regent, and had to make peace with Norway about the year 1019. Olaf and Önund are said to have been the first Christian kings of Sweden. Önund was succeeded by his brother *Emund* (d. 1056), the last of his royal house, on whose death hostilities broke out between the Götar, who were now inclined in favour of Christianity and the more northern and less civilised Svear, who were still sunk in paganism. Emund had been indifferent about religion, but his successor *Stenkil Ragnvaldsson* was a zealous Christian and was keenly opposed by the Svear. On the death of Stenkil about 1066 open war broke out between the

Christian and the pagan parties. When his successor *Inge Stenkilsson* (d. 1112), in whose reign the archbishopric of Lund was erected (1103), forbade heathen sacrifices, the Svear set up his brother-in-law *Blot-Sven* as a rival king, but Inge and his nephews and successors, *Inge II.* (d. about 1120) and *Philip* (d. about 1130), succeeded in maintaining their independence. These dissensions greatly weakened the resources of the kingdom. Stenkilsson fought successfully against Magnus Barfod of Norway and acquitted himself honourably at Kongshelle (1101), but his successors often allowed the Norwegians to invade their territory with impunity.

On the death of Philip, *Magnus*, a Danish prince, and grandson of Stenkilsson, assumed the title of king in Götaland, but was defeated and slain in 1134 by **Sverker I.**, who had been elected king two years previously. Sverker was next opposed by *Erik Jedvardsson*, who was proclaimed king by the Svear, and on Sverker's death in 1156 this **Erik,** commonly called the 'Ninth' and surnamed the 'Saint', obtained undivided possession of the throne. Erik, a zealous churchman, converted the temple of Upsala into a Christian place of worship, and conquered and Christianised the S.W. part of Finland. In 1160 he was attacked and slain by *Magnus Henriksson*, a Danish prince, who laid claim to the throne, and who in the following year was defeated and slain by *Karl Sverkersson.* The latter in his turn was slain by *Erik Knutsson* in 1167, and the contest between the rival houses of Sverker and Erik lasted down to 1222. Eric died in 1195, his successor *Sverker Karlsson* in 1210, and *Jon Sverkersson*, the son of the latter and the last of his family, in 1222, whereupon **Erik Læspe** ('the lisping'), a son of Erik Knutsson, ascended the throne unopposed. Meanwhile the Svear, or Swedes in the narrower sense, had been converted to Christianity. The church was at first presided over by missionary bishops only, but in the reign of Olaf Eriksson a bishopric was erected at Skara, and under Stenkil another at Sigtuna. Under King Sverker a bishop of Öster-Götland was appointed, with his residence at Linköping, one for the diocese of Upper Sweden at Upsala, and others for Södermanland and Westermanland at Strongnäs and Westerås, while several monasteries were also founded. The primacy of Sweden was granted to *Archbishop Eskil* of Lund by Hadrian IV. (Nicholas Breakespeare) about the year 1154, but in 1163 was transferred to *Stephanus*, the newly created Archbishop of Upsala.

Erik Læspe, though respected by his subjects, was a weak prince. Long before his time the **Folkungar,** a wealthy family of Östef-Götland, had gradually attained to great power, and *Birger Brosa* (d. 1202), a member of the family, had obtained the title of Jarl or Duke of the Swedes and Götlanders. From an early period, moreover, intermarriages had taken place between the Folkungar and the royal families of Sweden, Norway, and Denmark. In 1230 an attempt to dethrone Erik was made by *Knut Jonsson*, a distant cousin of Birger, but Knut was defeated and slain in 1234, and his son was executed as a rebel in 1248. The position of the family, however, remained unaffected. **Birger Jarl,** a nephew of Birger Brosa, married Ingeborg, the king's sister, while Erik himself married a member of the Folkungar family (1243). Birger now became the real ruler of Sweden, the territory of which he extended by new conquests in Finland. On the death of Erik, the last scion of the house of St. Erik, without issue in 1250, *Waldemar*, Birger's son, was proclaimed the successor of his uncle. During Birger's regency the country prospered, but on his death in 1266 hostilities broke out between his sons. The weak and incapable Waldemar was dethroned by his brother **Magnus** (1275), whose vigorous administration resembled that of his father, and who maintained friendly relations with the Hanseatic League. He also distinguished himself as a lawgiver and an upholder of order and justice, and earned for himself the surname of *Ladulås* ('barn-lock', *i.e.* vindicator of the rights of the peasantry).

In 1290 Magnus was succeeded by his son *Birger Magnusson*, during whose minority the government was ably conducted by *Marshal Thorgils Knutsson*, but serious quarrels afterwards broke out between Magnus and his brothers, the dukes *Erik* and *Waldemar*. In 1304 the dukes were banished, and in 1306 the faithful marshal was executed by the king's order. Soon afterwards, however, the dukes returned and obtained possession of the king's person. After several vicissitudes, peace was declared and the kingdom divided among the brothers in 1310 and again in 1313. In 1318, however, the dukes were arrested, imprisoned, and cruelly put to death by their brother's order, whereupon Birger himself was dethroned and banished to Denmark (d. 1321). The following year *Magnus*, the infant son of Duke Erik, was elected king at the Mora Stones of Upsala (p. 306), while Magnus, Birger's son, was taken prisoner and executed. The first attempts to unite the Scandinavian kingdoms were made in the reign of Magnus Eriksson.

The **Constitution** of Sweden at first resembled that of Norway. The country was divided into districts, called *Land*, *Folkland*, or *Landskap*, each of which was subdivided into *Hundari* ('hundreds'), called in Götland *Härath*. Each 'Land' had its diet or *Thing*, presided over by a *Lagman*, and each hundred had its *Härathsthing*, whose president was called a *Domar* ('pronouncer of dooms') or *Härathshöfthing*. The Landsthing exercised deliberative and judicial functions, and each had its own code of laws. Precedence among these diets was enjoyed by the Svea Thing or that of Upper Sweden, at which, although the monarchy was nominally hereditary, kings were first elected. After his election each new king had to swear to observe the laws, and to proceed on the 'Eriksgata', or a journey to the other diets, in order to procure confirmation of his title. Resolutions of the Svea Thing were even binding on the king himself. As the provincial laws differed, attempts to codify them were made in the 13th and at the beginning of the 14th cent., but with the consolidation of the kingdom these differences were gradually obliterated. The chief difference between Sweden and Norway was the preponderance of the aristocratic element in the former. From an early period, moreover, it had been usual to hold diets composed of the higher officials, the barons, prelates, and large landed proprietors, and to these after the close of the 13th cent. were added the Lagmenn. This aristocratic diet was farther enlarged by Magnus Ladulås (1280), who admitted to it all knights willing to serve him in the field, conferring on them the same exemption from taxation as that enjoyed by his courtiers and by the clergy. As no one, however, in accordance with a law of 1285, could attend these diets without a summons from the king himself, he retained the real power in his own hands and reserved a right to alter the laws with the advice of the diet. From an early period the Lagman and the Härathshöfthing had been the sole judges in lawsuits, and from the first half of the 14th cent. downwards they were proposed by the people, but appointed by the king. At the same time the king possessed a right of reviewing all judgments in the last instance. No taxes could be exacted or troops levied without the consent of the popular diets, and it therefore became customary as early as the 13th cent. for the kings to employ mercenary troops. — The privileges of the church were well defined, but less extensive than in Norway. The payment of tithes was compulsory, and in 1248 and 1250 the right to elect bishops was vested in the chapters, while all the clergy were prohibited from taking oaths of secular allegiance. At the same period the celibacy of the clergy was declared compulsory. As early as 1200 the clergy was declared amenable to the ecclesiastical jurisdiction only, and in some cases the church-courts could even summon laymen before them. On the other hand the supreme legislative power in church matters still belonged to the state, and parishes enjoyed the right of electing their pastor when no express right of patronage existed. — In the latter half of the 13th cent. the dignity of Jarl or earl was abolished, and the *Drotsäte* ('high steward'), *Marsker* ('marshal'), and *Kanceler* ('chancellor') now became the chief officials of the crown. The rest of the aristocracy consisted of the courtiers and royal vassals, the barons and knights *(Riddare)*, the esquires *(Sven af våpen, Væpnare)*, and even simple freemen who were willing to render military service whenever required. Between all these and the peasantry there was a wide social gap.

The history of early Swedish **Literature** is well-nigh an absolute blank. The oldest work handed down to us is a compilation of the laws of West Götland, dating from the beginning of the 12th century. A few meagre historical writings in Latin, a work concerning the 'Styrilse kununga ok höfdinga' (the rule of kings and governors), and several translations of foreign romances also belong to this period.

Transition to the Union.

On the death of Haakon Magnussen of Norway in 1319 without male issue, he was succeeded by *Magnus Eriksson*, afterwards called **Magnus Smek** ('the luxurious'), the son of his daughter Ingeborg and the Swedish Duke Erik, and at that time a child of three years. On the banishment of King Birger in 1319 Magnus was also elected King of Sweden, so that the two crowns were now united, but it was arranged that each country should retain its own administration. The union, however, was not attended with happy results. At first Sweden was prudently governed by the regent *Mats Ketilmundsson*, and in 1332 the province of Skåne, which had been pledged to the Swedish Marshal von Eberstein by Erik Menved and Christopher II. of Denmark (1318), declared itself in favour of Magnus. The king, however, who soon afterwards assumed the reins of government, and his queen Blanche of Namur, were ruled by unworthy favourites and soon forfeited the respect of their people. A disastrous fire at Trondhjem (1343), great inundations in the Guldal and Orkedal (1345), and above all the plague which swept away about two-thirds of the population (1349-50) aggravated the discontent of the Norwegians, who in 1350 elected *Haakon Magnusson*, the minor son of Magnus, regent of Norway, and in 1355 Haakon entered upon his functions, the province of Vigen and Iceland alone being reserved to his father. In Sweden Magnus consolidated the provincial laws and drew up a new municipal code in 1347, but here too he was overtaken by many troubles. The aristocracy resented his endeavours to restrain their excesses, the people were exasperated by the unsuccessful issue of his Russian campaigns (1348-49, 1350-51), the plague intensified their dissatisfaction in 1350, and lastly the king was excommunicated in 1358 on account of his failure to pay debts due to the pope. Eric, the king's son, took advantage of these troubles and assumed the title of king in 1356, but died in 1359. New disasters, however, soon followed. In 1360 the Danes regained Skåne and in 1361 they took possession of the islands of Öland and Gotland. In 1363 Haakon married the princess *Margaret*, daughter of King Waldemar of Denmark, then eleven years old, a union which gave great offence to the Swedish nobles, who were farther exasperated by the reconciliation of Haakon with his father. Magnus now banished twenty-four of his most obnoxious opponents, who proceeded to Mecklenburg and offered the crown to *Albert*, second son of the duke and of Euphemia, a daughter of Duke Erik of Sweden.

Albert accordingly came to Sweden in 1363, and in 1365 Magnus and Haakon were defeated at Gåta, near Enköping, where the former was taken prisoner. In 1370-71 a rebellion in favour of Magnus took place in Upper Sweden, and in 1471 Haakon invaded the country with a Norwegian army, but peace was shortly afterwards concluded, and Magnus set at liberty on payment of a heavy ransom and on condition that he would not again lay claim to the Swedish crown. The death of Magnus in 1374 finally extinguished the hopes of those in favour of union. Albert was now compelled to place himself under the guidance of the powerful aristocratic party. In 1375 *Bo Jonsson*, the most powerful noble in Sweden, was appointed *Drost* or regent. Meanwhile the Norwegian nobility under King Haakon had attained to considerable independence, while in the towns the dominant party consisted entirely of Germans, whose proceedings were often most oppressive and tyrannical. Even in Sweden, in accordance with the municipal code of Magnus Smek, one-half of the burgomasters and civic authorities in every town was required to consist of Germans; and it may be here added that Albert chiefly owed his unpopularity to his partiality for German favourites.

In 1375 Waldemar IV. of Denmark died without male issue, and in the following year he was succeeded by *Olaf*, son of his daughter Margaret and Haakon, king of Norway. On the death of Haakon in 1380, *Olaf Haakonssøn*, his only son, acceded to the throne of Norway also, thus uniting the crowns of Denmark and Norway.

Olaf's early death in 1387 dissolved this brief union, but within a few weeks his mother **Margaret** was proclaimed regent of Denmark, pending the election of a new king, while in Norway she was nominated regent in 1388 without any such limitation. At the same time, as it was deemed necessary to elect a successor to the throne from among the different competitors, the Norwegians appointed *Erik of Pomerania*, Margaret's nephew, heir to the crown, but under the condition that he should not ascend the throne during Margaret's lifetime. On the death of Bo Jonsson (1386), who had held two-thirds of Sweden in fief or in pledge, Albert's quarrels with his magnates broke out afresh, whereupon the malcontents proclaimed Margaret regent of Sweden also (1388), agreeing to accept the king whom she should nominate. Margaret thereupon invaded Sweden and defeated Albert at Falköping (1389), taking him and his son prisoners. The war, however, still continued, and it was at this period that the Vitalien Brotherhood (1392) came into existence, originally deriving their name ('victuallers') from their duty of supplying Stockholm with provisions during the war. The city was at that time occupied by the German adherents of Albert, and these German 'victuallers' were in truth a band of lawless marauders and pirates. Peace was at length declared in 1395, and King Albert set at liberty on condition of his leaving the country. During the same year **Erik** was elected king of Denmark, and in 1396 of Sweden also, so that the three crowns were now united, and the three kingdoms ruled by the same regent. The following year Erik was solemnly crowned at Kalmar by a diet of the three nations. Lastly, in 1398, Margaret gained possession of Stockholm, the last stronghold of the German partisans of Albert. The union of the three kingdoms thus effected by Margaret, who is sometimes called the 'Northern Semiramis', lasted till the beginning of the 16th cent., when it was dissolved by the secession of Sweden, but Norway and Denmark remained united down to the year 1814.

The Union.

Though nominally united and bound to make common cause against all enemies, the three kingdoms jealously maintained their respective forms of government. Margaret ruled over the three countries with wisdom and moderation, though harassed by many difficulties, and on her death in 1412 King Erik assumed the reins of government. Erik, whose queen was Philippa, daughter of Henry IV. of England, was a weak, incompetent, and at the same time a cruel prince. He wasted large sums of money in an attempt to recover Slesvig from the Counts of Holstein, who held it as a Danish fief, and who were supported by the Hanseatic League. Meanwhile Bergen was twice plundered by the Germans (1428 and 1429), who now became masters of that city, and in Sweden the people were most oppressively treated by Erik's German and Danish officials. In 1435, after a disastrous quarrel of twenty-three years, Erik was at length compelled to confirm the privileges of the Hanseatic League and to leave the Counts of Holstein in undisturbed possession of Slesvig. Exasperated by Erik's maladministration, by the debasement of the coinage, and other grievances, the Swedish peasantry, headed by **Engelbrekt Engelbrektsson**, a wealthy proprietor of mines, rebelled in 1433 and compelled Erik and his council to appoint *Karl Knutsson* regent of the kingdom (1436), shortly after which Engelbrekt was assassinated. In Norway also the oppressive sway of foreign officials caused great discontent and gave rise to a rebellion in 1436. Erik in despair retired to the island of Gotland, and in 1438 a number of Danish and Swedish magnates assembled at Kalmar, where they drew up a new treaty of union, but without affirming that the three kingdoms were thenceforward to be ruled by one monarch. Lastly, in Denmark also a rebellion broke out, chiefly, however, against the nobility and the clergy, and the Danes were therefore compelled to seek for a new king.

In 1439 Denmark and Sweden formally withdrew their allegiance from Erik, and **Christopher of Bavaria** was elected in his stead, being afterwards proclaimed king of Norway also (1442). Erik spent ten years in Gotland where he supported himself by piracy, and ten years more in Pomerania, where he died in 1459.

The separate election and coronation of Christopher in the three countries shows that their union had ceased to exist in more than the name. The new king succeeded, however, in asserting his authority in every part of his dominions, although not without many sacrifices. In his reign Copenhagen was raised to the rank of the capital of Denmark. His plans for the consolidation of his power were cut short by his death in 1448, and the union was again practically dissolved. The Swedes now proclaimed **Karl Knutsson** king, while the Danes elected **Christian** of Oldenburg, a nephew of the Duke of Holstein and Slesvig. In 1449 Christian also succeeded by stratagem in procuring his election in Norway, but Karl Knutsson was proclaimed king and crowned by the peasantry. The following year, however, Karl renounced his second crown, and Christian was thereupon crowned at Trondhjem. Karl having rendered himself obnoxious to the clergy and others of his subjects in Sweden, Christian succeeded in supplanting him here also, and he was crowned king of Sweden in 1457. In 1460 Christian next inherited the duchies of Holstein and Slesvig from his uncle, but he was compelled to sign a charter declaring that he would govern them by their own laws and not as part of Denmark. The government of this vast empire was a task to which Christian proved unequal. Norway was plundered by Russians and Karelians and grievously oppressed by the Hanseatic merchants, who in 1455 slew Olaf Nilsson, governor of Bergen, and the bishop of the town, and burned the monastery of Munkeliv with impunity. In 1468 and 1469 he pledged the Orkney and Shetland Islands to Scotland, and caused great discontent by the introduction into Norway of Danish and German nobles, to whom he granted extensive privileges. Sweden, too, groaned under heavy taxation, and in 1464 recalled Karl Knutsson to the throne. He was soon banished, but in 1467 recalled a third time, and in 1470 he died as king of Sweden. In 1471 **Sten Sture,** *the Elder*, a nephew of Knutsson, and the guardian of his son, was appointed administrator, and the same year Christian was defeated at Stockholm, after which he made no farther attempt to regain his authority in Sweden. He died in 1481 and was succeeded in Denmark by his son **Hans,** who was not recognised in Norway till 1483. Sten Sture sought to delay his election in Sweden, but as he had rendered himself unpopular by an unsuccessful campaign against the Russians in Finland, Hans took the opportunity of invading Sweden with a large army and succeeded in establishing his authority (1497). The king having been signally defeated at Hemmingstadt in 1500 in the course of his attempt to subdue the

Ditmarschers, Sture was recalled, but Hans still retained Norway. Sture died in 1503 and was succeeded by *Svante Nielsson Sture* (d. 1512), whose successor was his son *Sten Sture the Younger* (d. 1520).

King Hans died in 1513, and was succeeded in Denmark and Norway by his son **Christian II.**, whom the Swedes declined to recognise. He was a man of considerable ability and learning, but self-willed, passionate, and cruel. In Norway and Denmark he effected several social reforms, protected the commercial, mining, and fishing interests, and sought to restrict the privileges of the Hanseatic merchants. Notwithstanding his strength of will, Christian was ruled by *Sigbritt*, a Dutchwoman, the mother of his mistress *Düweke* (d. 1517), even after the death of the latter, and the hatred of the aristocracy for this woman, who treated them with studied contempt, proved disastrous to Christian. In Sweden the family of *Trolle* had long been hostile to the *Sture* family, and when *Gustaf Trolle* was created archbishop of Upsala in 1515 he invited the Danes to aid him in deposing the administrator. Christian sent troops to the aid of the prelate, who was besieged in his castle of Stäket (p. 307), but the castle was taken and Trolle deprived of his dignities and confined in a monastery. In 1518 Christian himself undertook a campaign against Sweden without success, and perfidiously imprisoned *Gustaf Eriksson Vasa* and other Swedish hostages who had been sent to him. A third campaign in 1519 was more successful, and Sten Sture was defeated and mortally wounded at Bogesund in West Götland. The same year Christian gained possession of Stockholm, but his atrocious cruelty and injustice proved his ruin. After his coronation by Trolle he permitted that prelate and two others to prosecute their enemies before an arbitrarily formed ecclesiastical tribunal. They were found guilty of heresy, and on 8th Nov., 1520, executed along with several other persons. The 82 victims included two bishops, 13 royal counsellors and knights, and *Erik Johansson*, the father of Vasa. On the following day many similar executions of so-called rebels and heretics took place in other parts of Sweden, though on a smaller scale than the 'Blood-bath of Stockholm'.

The exasperation of the Swedes was aggravated by the imposition of a new tax and an attempt to disarm the peasantry, and the discontented populace soon found an able leader. This was the famous **Gustaf Vasa** (probably so surnamed from *vase*, 'a beam', which the fascine in his armorial bearings resembled), who had been unjustly imprisoned by Christian, but escaped to Lübeck in 1519. In May, 1520, he returned to Sweden, and on hearing of the death of his father at the Stockholm Blood-bath he betook himself to Dalecarlia, where on former occasions Engelbrekt and the Stures had been supported by the peasantry. The rising began in 1521 and soon extended over the whole of Sweden. In August of that year Gustavus was appointed administrator at Vadstena, and in June 1523 he was proclaimed king at Strengnäs.

Sweden thus finally withdrew from the union, and Christian soon afterwards lost his two other kingdoms. His favour to the Reformation aroused the enmity of the church, and at the same time he attacked the privileges of the nobility. From the tenor of several provincial and municipal laws framed by the king in 1521-22 it is obvious that he proposed to counteract the influence of the clergy and aristocracy by improving the condition of the lower classes. Among several excellent provisions were the abolition of compulsory celibacy in the church and a prohibition against the sale of serfs. A war with the Lübeckers, who even threatened Copenhagen (1522), next added to Christian's difficulties, soon after which the Danes elected his uncle Frederick, Duke of Slesvig-Holstein, as his successor and renounced their allegiance to Christian. At length, after fruitless negociations, Christian quitted Copenhagen in 1523 and sought an asylum in Holland. Nine years later, after an unsuccessful attempt to regain his throne, he was thrown into prison, where he languished for 27 years.

The condition of the **Constitution** during the union was far from satisfactory. The union existed in little more than the name. Each nation continued to be governed by its own laws, neither the troops nor the revenue of one could be employed for the purposes of either of the others, and no one could be summoned before any tribunal out of his own country. The supreme authority, next to that of the king, was vested in his council, which consisted of the prelates, a number of the superior clergy, and a fluctuating number of nobles nominated by the king, but not removable at his pleasure. In matters of importance the king could only act with the consent of his counsellors, and they were even entitled to use violence in opposing unauthorised measures. Nominally the church continued to enjoy all its early privileges, and the concessions made at Tønsberg in 1277 were expressly confirmed by Christian I. in 1458, but invasions of its rights were not unfrequent, and with its increasing solicitude for temporal power its hold over the people decreased. The church was most powerful in Norway and least so in Sweden, while with the influence of the nobility the reverse was the case. In Sweden the estates of the nobility enjoyed immunity from taxation, but Christian I. and his successors were obliged to relax this privilege. The nobles also enjoyed jurisdiction over their peasantry, levying fines and imposing punishments at discretion (1483). The Norwegian nobles were less favoured; they had no power of levying fines from their tenantry, and their manor-houses *(Sædegaarde)* alone were exempt from taxation. The position of the townspeople and the peasantry in Sweden gradually improved, and in 1471 Sten Sture ordained that the municipal authorities should thenceforward consist of natives of the country instead of Germans. In Norway, notwithstanding the opposition of several of the kings, the Hanse merchants still held oppressive sway in the chief towns; but the peasantry were never, as in Denmark, subjected to serfdom and compulsory services. They were generally owners of the soil they cultivated, while those who were merely tenants enjoyed entire liberty and were not *ascripti glebae* as in many other countries. In Sweden the compulsory services exigible from the peasantry by the lord of the soil were limited in the 15th cent. to 8-12 days, and those exigible by the king to 8 days. While this class enjoyed less independence than in Norway, it attained political importance and even admission to the supreme council at an earlier period, owing to the influence of Engelbrekt, the Stures, and other popular chiefs.

During the union **Literature** made considerable progress in Sweden, while in Norway it languished and became almost extinct. In both countries the education of the clergy continued to be carried on in the monasteries and cathedral-schools, but towards the close of this period universities were founded at *Upsala* (1477) and *Copenhagen* (1479), and gave rise to the publication of various learned treatises in Latin. Among the religious works of this period may be mentioned the revelations of *St. Birgitta* (d. 1373) and the 'Cronica Regni Gothorum' of *Ericus Olai* (d. 1486), both showing a tendency towards the principles of the Reformation. Whilst about the beginning of the 14th cent. the native literature of Norway became extinct, that of Sweden began to increase, consisting chiefly of religious writings, rhyming chronicles, ballads, and compilations of laws. In Sweden, moreover, the national language, though not without difficulty, held its own against the Danish, while in Norway the 'Old Norsk' was gradually displaced by the tongue of the dominant race, and continued to be spoken in several impure and uncultured dialects by the peasantry alone.

Sweden after the Dissolution of the Kalmar Union.

The necessity of making common cause against Christian II., the deposed monarch of the three kingdoms, led to an alliance between *Gustavus Vasa* and Frederick I. of Denmark. Christian attempted an invasion of Norway in 1531-32, but was taken prisoner, and after Frederick's death (1533) the Lübeckers made an ineffectual attempt to restore the deposed king (1534-36). At home Gustavus also succeeded in consolidating his power. The nobility had been much weakened by the cruel proceedings of Christian, while the Reformation deprived the church both of its power and its temporal possessions, most of which fell to the crown. By the diet of Westerås (1527) and the synod of Örebro (1529) great changes in the tenure of church property and in ecclesiastical dogmas and ritual were introduced, and in 1531 Laurentius Petri became the first Protestant archbishop of Upsala. Lastly, at another diet held at Westerås (1544), the Roman Catholic Church was declared abolished. At the same diet the succession to the throne was declared hereditary. Gustavus effected many other wise reforms, but had to contend against several insurrections of the peasantry, caused partly by his ecclesiastical innovations, and partly by the heaviness of the taxation imposed for the support of his army and fleet. Shortly before his death (in 1560), he unwisely bestowed dukedoms on his younger sons, a step which laid the foundation for future troubles.

His eldest son **Erik XIV.** (the number being in accordance with the computation of Johannes Magnus, but without the slightest historical foundation) soon quarrelled with his younger brother *John*, Duke of Finland, whom he kept imprisoned for four years. He was ruled by an unworthy favourite, named *Göran Persson*, and committed many acts of violence and cruelty. He persuaded his brother Duke Magnus to sign John's death-warrant, whereupon Magnus became insane. After the failure of several matrimonial schemes, of one of which Queen Elizabeth of England was the object, and after several outbursts of insanity, Eric married his mistress *Katharine Månsdatter* (1567). The following year he was deposed by his brother, who ascended the throne as **John III.**, and after a cruel captivity of nine years was poisoned by his order in 1577 (see p. 323). John ingratiated himself with the nobility by rich grants of hereditary fiefs, and he concluded the peace at Stettin which terminated a seven years' war in the north (1563-70) and definitively severed Sweden from Denmark and Norway. Less successful was his war against Russia for the purpose of securing to Sweden the province of Esthland, but the province was afterwards secured to his successor by the Peace of Tensina (1595). John was married to a Polish princess and betrayed a leaning towards the Romish church which much displeased his subjects. After his death (1592) the religious difficulty became more serious, as his son and successor **Sigismund** had been brought up as a Roman Catholic in Poland, where he had been proclaimed king in 1587. *Duke Charles* of Södermanland, the youngest son of Gustavus Vasa, thereupon assumed the regency on behalf of the absent Sigismund, caused the Augsburg Confession to be proclaimed anew by a synod at Upsala (1593), and abolished Romish practices introduced by John. After confirming these proceedings, Sigismund was crowned in 1594; but on his failure to keep his promises, his uncle was recalled to the regency (1595), and when Sigismund invaded Sweden in 1598 he was defeated by Charles and compelled to enter into a compromise at Linköping. Again breaking faith, he was formally deposed (1599), while Charles was appointed regent for life. After having prosecuted Sigismund's adherents with great harshness, and succeeded in preventing the recognition of Ladislaus, Sigismund's son, **Charles IX.**, assumed the title of king in 1604. His administration was beneficial to the country, and he was a zealous promoter of commerce, mining, and agriculture, but his wars with Russia and Denmark, which were unfinished at his death (1611), caused much misery.

His son and successor was *Gustavus II.*, better known as **Gustavus Adolphus**, the most able and famous of the Swedish kings. Though seventeen years of age only, he was at once declared major by the Estates. In 1613 he terminated the 'Kalmar War' with Denmark by the Peace of Knäröd, and in 1617 that with Russia by the Peace of Stolbova, which secured Kexholm, Karelen, and Ingermanland to Sweden. By the Treaty of Altmark in 1629 he obtained from Poland the cession of Livonia and four Prussian seaports for six years. At the same time he bestowed much attention on his home affairs. With the aid of his chancellor and friend *Axel Oxenstjerna* he passed codes of judicial procedure and founded a supreme court at Stockholm (1614-15), and afterwards erected appeal courts at Åbo, Dorpat, and Jönköping. In 1617 he reorganised the national assembly, dividing it into the four estates of Nobles, Clergy, Burghers, and Peasants, and giving it the sole power of passing laws and levying taxes. He founded several new towns, favoured the mining and commercial industries, extended the university of Upsala, and established another at Dorpat. At the same time he strengthened his army and navy, which he soon had occasion to use. In 1630 he went to Germany to support the Protestant cause in the Thirty Years' War, and after several brilliant victories and a glorious career, which raised Sweden to the proudest position she has ever occupied in history, he fell on 6th Nov., 1632, at the Battle of Lützen. The war was continued under his daughter and successor **Christina**, under the able regency of *Oxenstjerna*. In 1635, by another treaty with Poland, Livonia was secured to Sweden for 26 years more. War broke out with Denmark in 1643, but was terminated by the Peace of Brömsebro in 1645. At length, in 1648, the Thirty Years' War was ended by the Peace of Westphalia. These treaties secured to Sweden Jemtland and Herjedalen, the island of Gotland, the principalities of Bremen and Verden, part of Pomerania with Stettin and the islands of Rügen, Usedom, and Wollin, and the town of Wismar, besides a considerable war indemnity and other advantages. During the regency it was arranged that the royal council or cabinet should consist of representatives of the supreme court of appeal, the council of war, the admiralty, the ministry of the interior, and the exchequer, presided over by the chief ministers of each department. The country was divided into 23 *Läne* and 14 *Lagsagor*, governed by *Landshöfdinge* and *Lagmän* respectively, which officials were to be appointed from the nobility. For these and many other reforms and useful institutions the country was indebted to the energy and enlightenment of Oxenstjerna. On the other hand, in order to fill the empty coffers of the state, it was found necessary to sell many of the crown domains, and to levy new taxes, and the evil was aggravated by the lavish extravagance of Christina and her favourites. Refusing to marry, and being unable to redress the grievances of her justly disaffected subjects, the queen in 1649 procured the election of *Charles Gustavus* or **Charles X.**, son of the Count Palatine John Casimir of Zweibrücken and a sister of Gustavus Adolphus, as her successor. By her desire he was crowned in 1654, whereupon she abdicated, quitted Sweden, and embraced the Romish faith. She terminated her eccentric career at Rome in 1689. Her successor endeavoured to practise economy, and in 1655 obtained the sanction of the Estates to revoke her alienations of crown property. War, however, interfered with his plans. John Casimir, king of Poland, son of Sigismund, now claimed the throne of Sweden, and compelled Charles to declare war against him (1655). After a time Russia, Austria, and Denmark espoused the cause of Poland, but Charles succeeded in gaining possession of Jütland and the Danish islands, and the Peace of Roskilde (1658) secured to him Skåne, Halland, and Blekinge, but obliged him to cede the districts of Bohus and Trondhjem to Norway. On a renewal of the war with Denmark, the Danes were aided by the Dutch, the Brandenburgers, the Poles, and the Austrians, who compelled Charles to raise the siege of Copenhagen, and on his sudden death in 1662 the Peace of Copenhagen was concluded, whereby the island of Bornholm was lost to Sweden.

Charles X. was succeeded by his son **Charles XI.**, a boy of four years, whose guardians endeavoured to make peace with foreign enemies. By the Peace of Oliva with Poland, Brandenburg, and Austria in 1660 the king of Poland finally ceded Livonia to Sweden and renounced his claim to the throne of Sweden, and by the Peace of Kardis with Russia in 1661 the Swedi h conquests in Esthonia and Livonia were restored to Sweden; but little was done to remedy the internal disorders of the country. One of the few events worthy of record at this period was the foundation of the university of Lund in 1668. Meanwhile the excesses and arrogance of the nobility, the squandering of the crown-revenues, and the imposition of heavy taxes threatened to ruin the country, and the regency even accepted subsidies from foreign countries and hired out troops to serve abroad. At the age of seventeen Charles assumed the reins of government (1672). In 1674 he was called upon as the ally of France to take part in the war against Holland, Spain, and Germany, but the Swedish army was signally defeated at Fehrbellin by the Elector of Brandenburg. Hereupon the Danes declared war against Sweden, causing new disasters, but by the intervention of the French peace was again declared at Lund in 1679. The distress occasioned by these defeats and popular indignation against the nobility, who were now in possession of five-sevenths of the land in Sweden, and who did their utmost to reduce the peasantry to the condition of mere serfs, eventually served greatly to strengthen the king's position. At the diet of Stockholm in 1680, after stormy debates, it was determined to call the regency to account for their gross mismanagement of affairs, and the king was empowered to revoke the alienations made during his minority. The king was told that he was not bound to consult his cabinet, but to obey the laws, and that he was responsible to God alone. Another diet (1682) entrusted the king with the sole legislative power, merely expressing a hope that he would graciously consult the Estates. Charles was thus declared an absolute monarch, the sole right reserved to the diet being that of levying taxes. The king thereupon exacted large payments from his former guardians and exercised his right of revocation so rigidly that he obtained possession of about one-third of the landed estates in Sweden. The money thus acquired he employed in paying the debts of the crown, in re-organising his army and fleet, and for other useful purposes, while he proceeded to amend the law and to remedy ecclesiastical abuses. On his death in 1697 he left his kingdom in a strong and prosperous condition, and highly respected among nations.

Under **Charles XII.**, the son and successor of Charles XI., this absolutism was fraught with disastrous consequences. Able, carefully educated, energetic, and conscientious, but self-willed and eccentric, Charles was called to the throne at the age of fifteen and at once declared major. In 1699 Denmark, Russia, and Poland concluded an alliance against Sweden, which led to the great northern war. Aided by England, Holland, and the Duke of Gottorp and Hanover, Charles speedily compelled the Danes to conclude the Peace of Travendal (1700), defeated the Russians at Narva, took Curland from the Poles (1701), and forced Elector Augustus of Saxony to make peace at Altranstädt, whereby the elector was obliged to renounce the Polish crown. Meanwhile Peter the Great of Russia had gained possession of Kexholm, Ingermanland, and Esthonia. Instead of attempting to regain these provinces, Charles, tempted by a promise of help from Mazeppa, a Cossack chief, determined to attack the enemy in another quarter and marched into the Ukraine, but was signally defeated by the Russians at Pultava (1709), and lost nearly the whole of his army. He escaped into Turkey, where he was hospitably received by the Sultan Achmed III. and supplied with money. Here he resided at Bender, and induced the Sultan to make war against Russia; but when the grand vizier had defeated the Czar he was bribed by Katherine, the courageous wife of Peter, to allow him to escape. This exasperated Charles and led to a quarrel with the Sultan, who placed him in confinement. Meanwhile Denmark and Saxony again declared war against Sweden. Skåne was successfully defended against the Danes, but Elector Augustus reconquered Poland, and the Czar took possession of Finland. The resources of Sweden were now exhausted, and the higher nobility began to plot against the king. At length Charles effected his escape and returned to Sweden (1715), to find that England, Hanover, and Prussia had also declared war against him owing to differences regarding Stettin and the principalities of Bremen and Verden. Having succeeded with the utmost difficulty in raising money, Charles now invaded Norway with an army of raw recruits and laid siege to Fredrikshald, where he fell at the early age of thirty-six (1718), just at the time when his favourite minister Görtz was about to conclude a favourable peace with Russia. Brave, chivalrous, and at the same time simple in his manners and irreproachable in conduct, the memory of Charles is still fondly cherished by the Swedes. The short reign of absolutism *(Envåldstiden)* was now at an end, and we reach a period of greater independence (*Frihetstiden;* 1719-92).

Charles XII. was succeeded by his sister Ulrika Eleonora, who with the consent of the Estates resigned in favour of her husband **Frederick I.**, crown-prince of Hessen-Cassel. At the same time (1720) a new constitution was framed by the Estates. The supreme power was vested in the Estates, a secret committee consisting of members of the three upper chambers, and a council or cabinet of nine members of the committee, three from each estate, to be nominated by the king himself. The king's authority was limited to two votes at the diet and a casting vote in case of an equally divided assembly, and the cabinet was declared responsible to the diet. In 1719 peace was concluded with England, upon the abandonment of Bremen and Verden, and in 1720 with Prussia, to which Stettin and part of Pomerania were ceded; then with Poland and Denmark; and in 1721 with Russia, to which Livonia, Esthonia, Ingermanland, and the districts of Kexholm and Wiborg in Finland had to be made over. The kingdom now enjoyed an interval of repose, a new code of laws was drawn up (1734), and efforts were made to revive commerce. The peace party was derisively called 'Nightcaps' *(nattmössor)*, or simply 'Caps', while a warlike party which now arose was known as 'Hats' *(hattar)*. In accordance with the counsels of the latter, war was proclaimed with Russia, which soon led to the loss of Finland (1741). On the death of the queen without issue, Adolphus Frederick of Holstein-Gottorp, a relation of the crown-prince of Russia, was elected as Frederick's successor, on condition (Peace of Åbo; 1743) that the greater part of Finland should be restored. The remainder of Frederick's reign was tranquil, and he died in 1751.

The prerogatives of his successor, **Adolphus Frederick**, were farther limited by the Estates. An attempt on the part of the king to emancipate himself led to a confirmation of the existing constitution, and to a resolution that a stamp bearing the king's name should be impressed without his consent on documents approved by the Estates (1756). The court vainly attempted to rebel, and the king was bluntly reminded that the Estates had power to depose him. In 1757 the 'Hats' recklessly plunged into the Seven Years' War, and after an ignoble campaign peace was concluded at Hamburg in 1762. The 'Caps' were next in the ascendant, but the party disputes of this period were not conducive to national progress.

In 1771 Adolphus was succeeded by his son **Gustavus III.**, who by means of a preconcerted military revolution or *coup-d'état* (1772) succeeded in regaining several of the most valuable prerogatives of the crown, including the sole executive power, whereby the government was converted from a mere republic into a limited monarchy. The king used his victory with moderation, abolished torture, introduced liberty of the press, promoted commerce, science, and art, and strengthened the army. On the other hand he was extravagant and injudicious, and in 1788 committed the error of declaring war against Russia without the consent of the Estates. His officers refused to obey him, and his difficulties were aggravated by a declaration of war and invasion of Sweden by the Danes. Gustavus now succeeded, with the aid of the middle and lower classes, in effecting a farther change in the constitution (1798), which gave him the sole prerogative of making war and concluding peace, while the right of acquiring privileged landed estates *(frälsegods)* was bestowed on the peasantry. An armistice was concluded with Denmark, and the not unsuccessful hostilities with Russia led to the Peace of Wärälä (1790), which precluded Russia from future interference with Swedish affairs. Shortly afterwards, on the outbreak of the French Revolution, the king proposed to intervene, together with Russia and Austria, in favour of Louis XVI. and proceeded to levy new taxes, whereupon the disaffected nobles entered into a new conspiracy against him, and in 1792 this chivalrous and enlightened, though sometimes ill-advised monarch was assassinated by Captain Ankarström.

His son *Gustavus Adolphus* succeeded him as **Gustavus IV.**, under the regency of his uncle *Duke Charles of Södermanland*, who avoided all participation in the wars of the Revolution. In 1800 Gustavus, in accordance with a scheme of his father, and in conjunction with Russia and Denmark, took up a position of armed neutrality, but Denmark having been coerced by England to abandon this position, and Russia having dissolved the alliance, Sweden was also obliged to yield to the demands of England. The king's futile dreams of the restoration of absolutism and his illjudged and disastrous participation in the Napoleonic wars led to the loss of Wismar, Pomerania, and Finland, and to his defeat in Norway (1803-8). The country being now on the brink of ruin, the Estates caused Gustavus to be arrested, and formally deposed him and his heirs (1809). He died in poverty at St. Gallen in 1837. His uncle was now elected king as **Charles XIII.**, and a new constitution framed, mainly on the basis of that of 1772. Peace was now concluded at Frederikshamn with Russia (1809), to which the whole of Finland and the Åland Islands were ceded, with Denmark, and with France (1810), whereby Sweden recovered part of Pomerania. The king being old and childless, Prince Christian Augustus of Augustenburg, stadtholder of Norway, was elected crown-prince, but on his sudden death in 1810 the Estates elected *Marshal Bernadotte*, one of Napoleon's generals, who was adopted by Charles, assumed the name of *Charles John*, and embraced the Protestant faith. The crown-prince's influence was directed to military organisation. The lukewarmness of Sweden in maintaining the continental blockade led to a rupture with France, and during the war with Napoleon the Swedes concluded a treaty with the Russians at Åbo on the footing that the crown of Norway should be secured to Sweden (1812). England and Prussia having given the same assurance, Charles John marched with a Swedish contingent into Germany and assumed the command of the combined northern army which took part in the decisive struggle against Napoleon (1813). The crown-prince's participation in the war was a somewhat reluctant one, but by the Peace of Kiel (1814) he succeeded in compelling Denmark to cede Norway to Sweden, while Denmark obtained possession of Swedish Pomerania and retained Iceland, Greenland, and the Faroes.

The frequent changes which took place during this period in the *Constitution* of Sweden have already been mentioned.

The **Intellectual Progress** of the country was greatly furthered by the Reformation. *Peder Månsson* (d. 1534), bishop of Vesterås, wrote works on the army, the navy, medicine, and other subjects in the mediæval style, while *Laurentius Petri* (d. 1573), *Laurentius Andreä* (d. 1552), and others translated the Bible into Swedish and wrote Protestant theological works in their native tongue. L. Petri and his brother *Olaus* (d. 1552) also wrote Swedish chronicles; *Archbishop Johannes Magni* was the author of a history of the kings in Latin, with a large admixture of the fabulous element; and his brother *Olaus* wrote the often quoted 'Historia de Gentibus Septentrionalibus'. An equally indiscriminate writer of history, and an author of dramatic and other works, was *Johan Messenius* (d. 1637). Even Gustavus Vasa had been anxious to preserve the purity of his native language, but it was not till the 17th cent. that scholars interested themselves in it. Queen Christina, a talented and learned princess, was a great patroness of literature. She invited foreign savants to her court (*Descartes*, *Grotius*, and others), as well as native authors, including *Johan Bureus* (d. 1652) and the versatile and distinguished *Göran Lilje* (ennobled as *George Stjernhjelm*; d. 1672). At this period, too (1658), *Jón Rugman* first called attention to the treasures of Icelandic literature, and antiquarian and historical research now came into vogue. *Stjernhöök*, the jurist (d. 1675), and *Widekindi* (d. 1678), *Verelius* (d. 1682), *Verving* (d. 1697), *Rudbeck* (d. 1702), and *Peringskiöld* (d. 1720), the historians, were meritorious writers of this school. Hitherto German influence had preponderated in Sweden, but about the middle of the 18th cent. a preference began to be shown for the French style. To this school belong *Olof von Dalin* (d. 1763), the poet and historian, and *Count Tessin* (d. 1770), a meritorious art-collector; and among the scholars of the same period were *Lagerbring*, the historian (d. 1787), *Johan Ihre*, the philologist (d. 1780), and above all *Karl von Linné* (d. 1778), the famous botanist. The 'Vitterhets Akademi', or 'academy of belles-lettres' founded in 1753 was extended by Gustavus III. so as to embrace history and antiquities, and he also founded the Swedish Academy. To the academic school belonged *Kellgren* (d. 1795) and *Leopold* (d. 1829); but a far more popular poet, and one who repudiated all the traditions of French taste, was *Bellman* (d. 1795), the singer of sweet and simple ballads, whose 'Fredmans Epistlar' was deemed worthy of a prize even by the Academy, and whose memory is still fondly cherished.

The Continued Union of Norway with Denmark.

When Sweden withdrew from the Kalmar Union (1523) Norway at first remained faithful to *Christian II.*, but Vincentius Lunge procured the election of *Frederick I.* (1524). This king's Protestant tendencies induced the Norwegians to re-elect Christian II. in 1531, when the deposed king appeared in Norway with an army, but he was treacherously arrested the following year and ended his life in captivity (see p. lvii). Frederick thus regained Norway and continued to prosecute the objects of the Reformation till his death (1533). The nobility and the Protestant party in Denmark elected his eldest son **Christian III.** as his successor, and the southern half of Norway under Lunge acquiesced. A rebellion of the northern provinces, which cost Lunge his life, was quelled, and the archbishop who had headed it was obliged to quit the country. In 1536 Christian III. had promised the Danes to convert Norway into a Danish province, and he now abolished the council of state and otherwise partially kept his word. The doctrines of the Reformation permeated the country very slowly, but the dissolution of the monasteries and confiscation of church property were prosecuted with great zeal. The Norwegian towns now began to prosper, and the trade of the country to improve, while the tyranny of the Hanse merchants at Bergen was checked by Christopher Valkendorff (1536). In 1559 Christian was succeeded by his son **Frederick II.**, in whose reign occurred the calamitous seven years' war with Sweden (1563-70), which sowed the seeds of national hatred between the countries, and caused the destruction of Oslo, Sarpsborg, and Hamar, the devastation of several agricultural districts, and the military occupation of others. At the same time the country was terribly oppressed by Frederick's officials, and he himself visited it once only. The sole benefit conferred by him on Norway was the foundation of Fredrikstad near the ruined town of Sarpsborg.

His son **Christian IV.** (1588-1648), on the other hand, visited Norway very frequently and was indefatigable in his reforms. He refused to grant fiefs in future to nobles who were not natives of Norway (1596), and he promulgated a Norwegian code (1604), which was a revised edition of the laws of 1274 translated into Danish. He also published an ecclesiastical code (1607), and took energetic measures to exclude Jesuits from the country. At the same time the army was improved, trade was favoured, the silver-mines at Kongsberg (1624) and the copper-mines of Røros (1645) were established, the towns of Christiania (1624) and Christiansand (1641) founded anew, and the Hanse factory at Bergen strictly controlled. All these benefits were outweighed by the disasters of the Kalmar War with Sweden (1611-13), during which the peasantry gained their famous victory over the Scottish auxiliaries under Col. Ramsay at Kringelen (p. 58), and particularly those of the Thirty Years' War in which Christian participated (1625-1629). A second war with Sweden (1643-45) terminated with the severance of Jemtland and Herjødalen from Norway.

New disasters befell Norway in the reign of his son **Frederick III.** (1648-70). The result of the participation of Denmark and Norway in the Swedish-Polish war was that Norway finally lost Båhus-Län, Idre, and Särna. During this war Halden earned for itself the new name of Fredrikshald by the bravery of its defenders. These misfortunes, however, led to a rupture with the existing system of government. On ascending the throne Frederick had signed a pledge which placed him in the power of the nobility, but during the wars the incompetency of the council of state, and the energy of the king and citizens in defending Copenhagen, had greatly raised him in the public estimation. At a diet held at Copenhagen in 1660 the indignation of the clergy and burghers against the nobility burst forth, and they demanded the abolition of its oppressive privileges. It was next dicovered that the pledge given by the king was subversive of all liberty and progress, the king and the lower Estates proceeded to declare the succession to the throne hereditary, and Frederick was empowered to revise the constitution. The result was that he declared the king alone to be invested with sovereign and absolute power, and to this document he succeeded privately in procuring the signatures of most of the members of the diet. This declaration became law in 1661, but was not actually promulgated till 1709. These great changes were on the whole beneficial to Norway. The country was at least now placed on an equality with Denmark, and the strict bureaucratic administration was preferable to the old evils of local tyranny and individual caprice. The supreme authority now consisted of the heads of the five government departments, presided over by the king, and the feudal lords with their local jurisdictions were replaced by crown officials.

Frederick's son **Christian V.** (1670-99) was not unsuccessful in the Skåne war against Sweden (1675-79), but his chief merit as regards Norway was the promulgation of a code (1687), based on the Danish code of 1683, and of a church ritual for both countries. The erection of the new counties or earldoms of Laurvig and Tønsberg, afterwards called Jarlsberg, and of the barony of Rosendal were unproductive of benefit to Norway. The unjust treatment of his minister *Griffenfeld*, who for a trivial offence suffered a cruel imprisonment for 22 years, forms a blot on this king's memory.

Christian V. was succeeded by his son **Frederick IV.** (1699-1730), in whose reign was waged the great northern war in which the Norwegian naval hero *Peter Vessel* (ennobled under the name of *Tordenskjold*) took a prominent part. The sole gain to Denmark by the Peace of Fredriksborg (1720) was the renunciation by Sweden of its immunity from Sound dues. The King husbanded his finances, but often procured money by discreditable means. He hired out mercenary troops, sold most of the crown-property in Norway, and granted a monopoly of the trade of Finmarken. These abuses, maladministration, and an attempt to alter the land laws so embittered the Norwegians that a union with Russia was actually proposed. In this reign a mission to Lapland was organised (1714), Th. v. Vesten being one of its chief promoters, and Hans Egede went as a missionary to Greenland (1721).

Under Frederick's son **Christian VI.** (1730-46) Norway was injuriously infected with German Puritanism, which enjoined the utmost rigidity of church observances and abstention from all worldly amusements. Among the expedients used for reviving trade in Denmark was an oppressive enactment that S. Norway should draw its sole corn supplies from that country. The fleet, however, was strengthened, an efficient militia organised, and education promoted. A long peace favoured the growth of commerce and navigation, and the 'Black Company' formed in 1739 furthered manufacturing industry.

In the reign of **Frederick V.** (1746-66) the grievous sway of Puritanism came to an end, and art and science were zealously cultivated. A mining school was founded at Kongsberg, and a mathematical school at Christiania, and at Trondhjem a useful scientific society was established by *Gunnerus*, *Schøning*, and *Suhm*, a learned Dane (1760-67). The frontier between Norway and Sweden was measured and defined (1759), facilities were afforded to commerce, and skilled miners introduced from Germany. Complications with Russia connected with the affairs of Slesvig caused severe financial losses to Denmark and Norway, and the increased taxation provoked a revolt at Bergen, which, however, was soon quelled (1763). Notwithstanding these drawbacks, Norway prospered under the absolute monarchy, while Denmark languished. The king in Denmark, being separated from the lower classes by a wealthy and influential aristocracy, was unable effectually to redress their grievances, and they still groaned under the evils of serfdom and compulsory service. With the exception of Copenhagen, the towns were almost equally oppressed, and in 1769 the whole population of Denmark did not exceed 800,000 souls. In Norway, on the other hand, the peasantry enjoyed freedom, the towns had thrown off the oppressive Hanseatic yoke, and feudal jurisdictions were abolished, while complaints against officials were addressed to the king in person. A class of native officials had also sprung up, affording an additional element of security. While the population had numbered 450,000 only in 1664, it rose to 723,000 in 1769. Within the same period the number of Norwegian ships had increased from 50 to 1150. The peasantry had benefited greatly by the sale of the crown-estates, and the trade of Norway now far surpassed that of Denmark. At the same time frequent intercourse with England and other foreign countries served to expand the Norwegian mind and to prepare the way for a period of still greater enlightenment and prosperity.

During the long reign of the imbecile **Christian VII.** (1766-1808) his authority was wielded by his ministers. *Struensee*, his German physician, was the first of these. His measures were those of an enlightened absolutism. He simplified judicial procedure, abolished torture, excluded the lackeys of noblemen from public offices, deprived the aristocracy of their privileges, bestowed liberty on the press, and husbanded the finances. The peremptory manner in which these and other reforms were introduced gave great offence, particularly as Struensee took no pains to conceal his contempt for the Danes. Christian's stepmother accordingly organised a conspiracy against him, and he was executed in 1772. His successor was *Ove Guldberg*, a Dane, who passed a law that Danes, Norwegians, and Holsteiners alone should be eligible for the government service, and rescinded Struensee's reforms (1776). In 1780 an attitude of armed neutrality introduced by the able *Count Bernstorff* gave a great impulse to the shipping trade, but the finances of the country were ruined. In 1784 the *Crown-prince Frederick* assumed the conduct of affairs with Bernstorff as his minister, whereupon a more liberal, and for Norway in particular a more favourable era began. The corn-trade of S. Norway was relieved from its fetters, the trade of Finmarken was set free, and the towns of Tromsø, Hammerfest, and Vardø were founded. On a renewal of the armed neutrality (1800-1), Great Britain refused to recognise it, attacked Copenhagen, and forced the Danes to abandon it. Six years later Napoleon's scheme of using Denmark's fleet against Great Britain led to a second attack on Copenhagen and its bombardment by the British fleet, which resulted in the surrender of the whole Danish and Norwegian fleet to Great Britain (1807). Denmark, allied with France, then declared war both against Great Britain and Sweden (1808), and almost at the same period Christian died.

On the accession of **Frederick VI.** (1808-36) the affairs of the kingdom were in a desperate condition. The British did not attack the country, but contented themselves with capturing as many Danish and Norwegian vessels as possible and ruining the trade of the country by blockading all its seaports. Owing to an over-issue of paper money the government was soon unable to meet its liabilities and declared itself bankrupt (1813). Meanwhile Norway was governed by a separate commission, presided over by *Prince Christian Augustus of Augustenburg* (1807), and was so well defended that it lost nothing by the peace of Jönköping (1809). The independence of the peasantry, the wealth of the burghers, and the success of their country in the war against Sweden naturally created in the minds of the Norwegians a proud sense of superiority over the unhappy Danes, while the liberality of their views widened the breach with a country still groaning under absolutism. A 'Society for the Welfare of Norway' was founded in 1810, and a Union with Sweden was warmly advocated, particularly by the talented Count Herman Wedel-Jarlsberg. The Danish government made some vain attempts to conciliate the Norwegians, as for example by the foundation of a university at Christiania (1811), which had been proposed so far back as 1661, but the Norwegians themselves provided the necessary funds. In concluding a treaty with the Russians in 1812, Sweden obtained their consent to its future annexation of Norway, and at the Peace of Kiel in 1814 the Danes were compelled to make the cession. Frederick thereupon released the Norwegians from their allegiance to him, and the union of Norway with Denmark, which had subsisted for more than four centuries, was thus dissolved.

The **Literature** of Norway from the Reformation to the end of the union is inseparable from that of Denmark. As translators of old northern laws and sagas may be mentioned *L. Hanssøn* (d. 1596) and *P. C. Friis* (d. 1614), of whom the latter also wrote interesting works on Norwegian topography and natural history in his native dialect. *A. Pedersøn* (d. 1574), of Bergen, was the author of a description of Norway and of the 'Chapter-book of Bergen'. The historian and topographer *J. Ramus* (d. 1718) and the poet *Peter Dass* (d. 1708), the still popular author of 'Nordlands Trompet', were also natives of Norway, while *T. Torfæus* (d. 1719), a famous historian of Norway, was an Icelander. By far the most important author of this period was *Ludvig Holberg* of Bergen (d. 1754), the poet and historian, whose 'Peder Paars', 'Subterranean Journey of Nils Klim', and comedies have gained him a European reputation. Among later poets and authors *C. B. Tullin* (d. 1765), *J. H. Vessel* (d. 1785), *C. Fasting* (d. 1791), *E. Storm* (d. 1794), *T. de Stockfleth* (d. 1808), *J. N. Brun* (d. 1816), *J. Zetlitz* (d. 1821), and *C. Friman* (d. 1829) are noted for the national character and individuality of their writings, which are uninfluenced by the French and German taste then prevalent in Denmark. This national school was partly indebted for its origin to the foundation of the 'Norske Selskab' at Copenhagen in 1772, while the 'Lærde Selskab' of Trondhjem, founded by *Gunnerus*, the naturalist (d. 1773), and *Schøning*, the historian (d. 1780), promoted scientific research. On the whole, notwithstanding the want of good national schools, the Norwegian literature of this period ranks at least as high as the Danish.

Union of Sweden and Norway.

After the Peace of Jönköping in 1809 Norway was governed by Prince Frederick of Hessen and afterwards by *Christian Frederick*, cousin of King Frederick and heir to his throne. Christian was a popular prince, and even after the terms of the Peace of Kiel had been adjusted he made an effort to secure the sovereignty of the country for himself. He summoned an assembly of notables to Eidsvold (Feb. 1814), stated the terms of the Peace of Kiel, which had not yet been published, and declared that he would assert his claim in spite of it. The assembly denied the right of the king of Denmark to hand over Norway to Sweden, but also declined to recognise the prince's hereditary claim. They, however, appointed him regent until a national diet should be summoned to consider the state of affairs. The king of Sweden promised the Norwegians a liberal constitution if they would submit to his authority; but his offer met with no response, the country eagerly prepared to assert its independence, and a temporary government was constituted. On 10th April, 1814, the representatives of the country met at Eidsvold, a constitution framed chiefly by *K. M. Falsen* (d. 1830) was adopted on 17th May, and on the same day *Christian Frederick* was proclaimed king. *Count Wedel-Jarlsberg*, the most far-seeing of the Norwegian statesmen, who had urged a union with Sweden, was overruled on this occasion, but his object was soon afterwards attained. About the end of June ambassadors of the guaranteeing powers, Russia, Britain, Austria, and Prussia, arrived at Christiania to demand fulfilment of the Peace of Kiel and to recall the regent in the name of the king of Denmark. After fruitless negociations and the outbreak of a war with Sweden, which was terminated by the Convention of Moss on 14th August, the Swedish regent temporarily recognised the new Norwegian constitution, and Christian summoned a Storthing to meet at Christiania in October, to which he tendered his resignation, and immediately afterwards set sail for Denmark. He afterwards reigned over Denmark as Christian VIII. (1839-48). During the same month the Storthing, though not without reluctance, affirmed the principle of union with Sweden, and several modifications were made in the Eidsvold constitution, and on 4th November **Charles** (XIII. of Sweden) was unanimously proclaimed king. On 10th November the crown-prince Charles John solemnly ratified the constitution at Christiania. With pardonable national pride, however, the Norwegians still observe the 17th of May, 1814, as the true date of their political regeneration.

At first as regent, and after the death of Charles XIII. (1818) as king of Norway (1818-44), *Charles John* or **Charles XIV.** had a difficult task to perform in governing two kingdoms to which a few years previously he had been an entire stranger, and with whose languages he was imperfectly acquainted. The internal affairs of both countries were, moreover, in an abnormally unsettled condition, and their finances were well-nigh ruined, while foreign states looked askance at the *parvenu* king and his almost republican kingdom of Norway. In 1815, however, the legislative authorities of the two kingdoms drew up a formal Act of Union, placing the connection of the countries on a satisfactory basis. By the sale of the island of Guadeloupe to England the king was enabled to pay part of the national debt of Sweden, and he adopted other wise financial measures. Among other serious difficulties was that of calling in the unsecured Danish banknotes still circulating in Norway, a task which occasioned heavy sacrifices, and at the same time a bank was founded at Trondhjem (1816). In 1821 a new burden was imposed by the unlooked for liability of Norway for part of the national debt of Denmark, while the introduction of a new educational system and other reforms was attended with great expense. About this period the king displeased his democratic Norwegian subjects by opposing their abolition of titles of nobility (1821), by attempts to enlarge the prerogatives of the crown and to obtain for it the absolute right to veto the resolutions of the Storthing (1824), by appointing Swedish governors of Norway, and by yielding to what were considered the unjust demands of Great Britain in consequence of a fracas at Bodø. On the other hand, by rigid economy, sound administration, and the legalised sale of church property for educational purposes (1821), and owing to good harvests and successful fisheries, the prosperity of the country rapidly improved, while the king's firmness of character and his self-denial in renouncing his civil list for a period of ten years in order to assist in paying the national debt justly gained for him the respect and admiration of his people. From 1836 onwards the highest offices in Norway were filled with Norwegians exclusively, and a new communal code (1837), penal code (1842), and other useful laws were passed. — In Sweden the French revolution of 1830 caused a great sensation and led to a fruitless demand for the abolition of the existing constitution. A conspiracy in favour of Prince Vasa (1832) and several riots in Stockholm (1838) were also unsuccessful. On the other hand the king earned the gratitude of his Swedish subjects by the zeal with which he promoted the construction of new roads and canals, particularly that of the Göta Canal, and furthered the interests of commerce and agriculture, and at the time of his death the internal affairs of both kingdoms rested on a sound and satisfactory constitutional basis.

The administration of his son **Oscar I.** (1844-59) was of a still more liberal and enlightened tendency. This gifted and highly educated monarch thoroughly remodelled the law of succession (1845) and the criminal code (1854) of Sweden, and abolished the monopolies of guilds, but he was unsuccessful in his attempts to procure a reform of the constitution (1845 and 1850-51). On his accession the king rendered himself popular in Norway by presenting it with an appropriate national flag, and he was afterwards a scrupulous observer of the constitution of that country. At the same time the population and wealth of Norway now increased rapidly. His temporary interposition in the German and Danish war regarding Slesvig, which led to the Armistice of Malmö (1848) and afterwards to the occupation of Northern Slesvig by Swedish and Norwegian troops, was regarded with favour in both of his kingdoms, where patriotic Scandinavian views were then in the ascendant.

Oscar's eldest son **Charles** (XV. of Sweden; 1859-72), a highly popular, though pleasure-loving monarch, who was endowed with considerable artistic and poetical talent, inaugurated the present representative constitution of Sweden in 1865, while in Norway the triennial Storthing was made annual (1869). In both countries the principle of religious equality was extended, new railways and roads constructed, and other reforms introduced. A threatened conflict between the representatives of the two countries was averted through the king's influence, and to his wisdom was due the neutrality observed during the German and Danish war of 1863 and the Franco-German war of 1870-71, although his subjects warmly sympathised with the Danes in the one case and with the French in the other.

In 1872 Charles was succeeded by his brother, the present king **Oscar II.**, a gifted prince, endowed like his father and elder brother with considerable taste for science, poetry, and music. Materially and intellectually his kingdoms have recently made rapid strides. Latterly the radical and republican movement has gained considerable ground in Norway, where it has been accompanied by a strong ultra-nationalistic spirit, revealing itself largely in a revulsion of feeling against the union with Sweden.

In both kingdoms the field of **Literature** has been most sedulously cultivated during the present century. In Sweden there existed an academic and a neutral school, both of which, as for example *Franzén* (d. 1847), were more or less influenced by French taste, while a romantic school with German proclivities, called 'Phosphorists' from their 'Phosphorus' periodical, was represented by *Hammarsköld* (d. 1827), *Atterbom* (d. 1855), and *Palmblad* (d. 1852). Akin to the latter, but of more realistic and far more national tendency, is the so-called 'Götisk' school, to which belong the eminent historian *E. G. Geijer* (d. 1847), the great poet *Esaias Tegnér* (d. 1846), and the poet, and inventor of the Swedish system of sanitary gymnastics, *P. H. Ling* (d. 1839). An isolated position, on the other hand, is occupied by *K. J. L. Almqvist* (d. 1866), an author of fertile imagination, but pernicious moral tendencies. To the highest class of modern Swedish authors belongs the patriotic Finn, *J. L. Runeberg* (d. 1877), of whose noble and genial poetry 'Fänrik Stål's Sägner' afford an admirable example. As popular authoresses, though inferior to some of their above-mentioned contemporaries, we may mention *Frederica Bremer* (d. 1865) and *Emilie Flygare-Carlén* (d. 1892). Pre-eminent among scientific men are *J. J. Berzelius*, the chemist (d. 1848), *E. Fries*, the botanist (d. 1878), *K. A. Agardh*, the botanist and statistician (d. 1859), and *Sven Nilsson*, the venerable zoologist and antiquarian (d. 1883). Among modern historians may be mentioned *A. M. Strinnholm* (d. 1862), *A. Fryxell*, *F. F. Carlson*, *K. G. Malmström*, *C. T. Odhner*, *H. Reuterdal* (church history; d. 1870), and *C. J. Slyter* (legal history); and to this period also belong *B. E. Hildebrand* and *R. Dybeck*, the antiquarians, *J. E. Rietz*, the philologist, and *C. J. Boström*, the philosopher. — In Norway, whose literature since 1814 has assumed a distinct national individuality, and though written in Danish has adopted a considerable number of words and idioms peculiar to the country, the poets *H. Wergeland* (d. 1845) and *J. Velhaven* (d. 1873) occupy the foremost rank. Of the still living poets and novelists *Bjørnstjerne Bjørnson*, *Henrik Ibsen*, *Jonas Lie*, and *Alexander Kjelland*, the two former in particular have earned a well-merited reputation far beyond the confines of Norway. Of high rank among scientific men are *N. H. Abel*, the mathematician (d. 1829), *C. Hansteen*, the astronomer (d. 1873), and

M. Sars (d. 1869) and his son *O. Sars*, the naturalists. Eminent historians are *R. Keyser* (d. 1864), *P. A. Munch* (d. 1863), *C. C. A. Lange* (d. 1861), and the still living *O. Rygh*, *E. Sars*, *L. Daae*, and *G. Storm;* distinguished jurists, *A. M. Schweigaard* (d. 1870), *F. Brandt*, and *T. H. Aschehoug;* philologists, *S. Bugge*, *C. R. Unger*, *J. Storm*, and the lexicographer *Ivar Aasen;* meritorious collectors of national traditions, *M. B. Landstad*, *J. Moe*, and particularly *P. C. Asbjørnsen*. *H. Steffens*, the philosopher and poet (d. 1845), and *C. Lassen*, the Sanscrit scholar (d. 1876), were Norwegians who spent the greater part of their lives in Germany.

Lastly, in the province of **Art**, we may mention the Norwegian painters *Tidemand* (d. 1877), *Dahl*, *Morten Müller*, and *Gude* (b. 1825), and the Swedish sculptors *Byström* (1848) and *Fogelberg* (d. 1854), but a glance at the galleries of Stockholm and Christiania will show that the list might easily be extended.

Chronological Table.

Norway.		Sweden.	
Ynglingar Line.		*Ragnar Lodbrok's Line.*	
Harald Haarfager	(?)860-933		
Erik Blodøks	930		
Haakon Adelstensfostre, 'the Good'	935		
Harald Graafeld	(?)961-975		
Haakon Jarl	(?)975		
Olaf Tryggvason	995	Erik 'VII.' Sejersæl	(d.)995
		Olaf Skøtkonung	995
Erik and Svejn, Jarler	1000		
Olaf Haraldssøn, 'the Saint'	1015	Anund (Önund) Jakob	1021
Svejn Knutssøn	1030		
Magnus Olafssøn, 'the Good'	1035		
Harald Sigurdssøn Hardraade	1046	Emund Slemme	(?)1050
		Stenkil's Line.	
Olaf Haraldssøn Kyrre	1066	Stenkil	(?)1056
Magnus Olafssøn Barfod	1093	Inge I. Stenkilsson	1066
Olaf Magnussøn	1103-16		
Øystejn Magnussøn	1103-22	Philip Hallstensson	1111-19
Sigurd Jorsalafarer	1103-30	Inge Hallstensson	(?)1111-28
		Sverker's Line.	
Magnus Sigurdssøn Blinde	1130-35		
Harald Magnussøn Gille	1130-36	Sverker Kolsson	1132
Sigurd Haraldssøn Mund	1136-55		
Inge Haraldssøn Krokryg	1136-61		
Øystejn Haraldssøn	1142		
Haakon Sigurdssøn Herdebred	1157	Erik IX. Jedvardsson, 'the Saint'	1150
Magnus Erlingssøn	1161	Karl VII., Sverkersson	1160
		Knut Eriksson	1167
Sverre Sigurdssøn	1177	Sverker Karlsson	1195
Haakon Sverressøn	1202		
Guttorm Sigurdssøn	1204		
Inge Baardssøn	1204	Erik X. Knutsson	1210
Haakon Haakonssøn, 'the Old'	1217	Johan Sverkersson	1216
		Erik XI., Eriksson Læspe	1222

NORWAY.		SWEDEN.	
		Folkungar Line.	
Magnus Haakonssøn Lagabøter	1263	Waldemar Birgersson . . .	1250
Erik Magnussøn	1280	Magnus Ladulås	1276
Haakon V., Magnussøn . .	1299	Birger Magnusson	1290
Magnus Erikssøn, 'Smek' . .	1319	Magnus Eriksson, 'Smek' . .	1319
		Other Lines, and Administrators.	
Haakon VI., Magnussøn . .	1355	Albert of Mecklenburg . . .	1363
Olaf Haakonssøn, 'the Young'	1381		
		SWEDEN WITH DENMARK AND NORWAY.	
Margaret, 'Valdemarsdatter' .	1387	Margaret	1387
DENMARK AND NORWAY.		SWEDEN.	
Erik of Pomerania	1389	Erik XIII. of Pomerania . .	1396
		Karl Knutsson, Administrator	1436
Christopher of Bavaria . .	1442	Christopher of Bavaria . . .	1441
Karl Knutssøn	1449	Karl VIII., Knutsson . .	1448
Christian I.	1450	Christian I.	1457
		Karl VIII., Knutsson . . .	1464
		Sten Sture, Administrator .	1471
Hans	1483		
		Svante Nilsson	1504
Christian II.	1513	Sten Sture the Younger . .	1512
		Christian II.	1520
		The Vasa Line.	
Frederick I.	1524	Gustavus Vasa	1523
Christian III.	1537		
Frederick II.	1559	Erik XIV.	1560
		John III.	1568
Christian IV.	1588	Sigismund	1592
		Charles IX.	1604
		Gustavus Adolphus	1611
		Christina	1632
Frederick III.	1648		
		Palatinate Line.	
		Charles X.	1654
		Charles XI.	1660
Christian V.	1670		
Frederick IV.	1699	Charles XII.	1697
Christian VI.	1730	Frederick of Hessen	1718
Frederick V.	1746		
		Holstein Line.	
		Adolphus Frederick	1751
Christian VII.	1766		
		Gustavus III.	1771
		Gustavus IV.	1792
Frederick VI.	1808	Charles XIII.	1809
Christian Frederick	1814		
Charles (XIII.)	1814	*Bernadotte Family.*	
Charles (XIV.) John	1818	Charles XIV.	1818
Oscar I.	1844	Oscar I.	1844
Charles (XV.)	1859	Charles XV.	1859
Oscar II.	1872	Oscar II.	1872

XI. Abbreviations. Distances.

N., S., E., W. = north, northern; south, southern; east, eastern; west, western.

M. = English mile, unless the contrary is stated (see Table opposite title-page).

S. M. = Norwegian sea-mile.

Kil. = Kilomètre (see Table opposite title-page).

Ft. = English feet.

Com., Kom. = "Norges Communicationer" and "Sveriges Kommunikationer" respectively.

R., B., D., S., A. = room, breakfast, dinner, supper, attendance.

R. also = Route.

Kr., ø. = crowns and øre in Norway.

Ö. = öre, the Swedish form of øre.

As the metrical system has been adopted in both Norway and Sweden, the **Distances** are usually given in Kilomètres, though the old reckoning by miles is still common in some parts of Norway, one Norwegian mile (= 7 Engl. M.) being reckoned as 3 hrs. walking or 2 hrs. driving. On railway-routes the distances are generally reckoned from the starting-point, while on high-roads the distances from station to station are given as more convenient.

On the steamboat-routes the distances are given approximately in Norwegian sea-miles (S. M.) or nautical miles. A Norwegian nautical mile is equal to four English knots or nautical miles (about $4^3/_5$ Engl. statute M.), and the steamers are usually timed to travel from 2 to $2^1/_2$ Norwegian nautical miles per hour. The ordinary tariff is 40 ø. per nautical mile, but no charge is made for deviations from the vessel's direct course. Steamboat communication with the smaller stations is of course less frequent than with the larger.

Asterisks (*) are used as marks of commendation.

SOUTHERN AND EASTERN NORWAY.

(As far as Trondhjem.)

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1. Christiansand and the Sætersdal.

Christiansand, the largest town on the S. coast of Norway, at which numerous steamers touch in summer, lies at the mouth of the *Sætersdal*, which forms one of the avenues to the interior of Norway. Travelling in the Sætersdal, once very rough work, has been of late facilitated by the arrangements made by the 'Christiansands og Oplands Turistforening' for beds and food at the principal posting-stations. Several fine but fatiguing mountain-paths lead from the head of the valley to the great Telemarken, Hardangerfjord, and Stavangerfjord routes. Travellers who do not care to walk or ride across these passes may stop short at *Sæterdalens Sommerhjem* (p. 5), take a few excursions thence, and return to Christiansand.

Itinerary. 1st Day: by carriole and steamer to *Ose*. — 2nd Day: Drive, or partly walk, to *Bykle*. — 3rd Day: Walk or ride to *Bredvik*. — 4th Day: Walk or ride to the *Suledalsvand* (p. 92) or to the *Haukeli Road* (p. 32).

Hotels. *Ernst's, Vestre Strandgade, *Pheus's, Skippergade, both near the pier and custom-house; Skandinavia, Dronningens-Gade, unpretending.

Boat to or from the larger steamboats, which do not lay to at the pier, 13 ø. for each person, 7 ø. for each trunk.

Porterage from the landing-place to the custom-house 20 ø. for each trunk; from the custom-house, or from the landing-place, to one of the hotels, 33 ø. for each trunk.

Post-Office, Kongensgade 26. — **Telegraph,** Vestre Strandgade 16.

Sea Baths adjoining the *Otterø* (p. 3), reserved for ladies 10-12 a.m. (bath 40 ø.). *Warm Baths* adjoining the public gardens, near the church (40-60 ø.).

British and American Vice-Consul, *Mr. Ferdinand Reinhardt.*

Steamers to *Christiania*, to *Stavanger* and to *Bergen* at least once daily (Com. 175, 200 A, 11, etc.); to *Trondhjem*, *Tromsø*, *Hammerfest*, and *North Cape*, see steamers from Bergen (Com. 201 A, 201 B, etc.). Also to *Gothenburg* fortnightly, to *Fredrikshavn* in Denmark thrice weekly (Com. 70), to *Copenhagen* weekly, to *Hamburg* twice weekly, to *London* fortnightly, to *Hull* weekly, to *Leith* weekly. Small local steamers ply daily except Sundays to *Arendal* and to *Mandal*, twice weekly to *Farsund*, and daily to *Ronene* and *Boen*.

Christiansand, with 12,800 inhab., the largest town on the S. coast of Norway and the residence of one of the five Norwegian bishops, is beautifully situated on the *Christiansands-Fjord*, a little to the W. of the mouth of the *Otteraa*, or *Torrisdals-Elv*. The town, named after Christian IV., who founded it in 1641, is regularly laid out, with streets intersecting at right angles. It has an excellent harbour, at which all the coasting steamers and others from England, Scotland, Germany, and Denmark touch regularly. Near the centre of the town, surrounded by pleasant promenades, is the *Cathedral*, rebuilt in the Gothic style after its destruction by fire in 1880. It contains an altarpiece by Eilif Petersen. — To the E. is a wooden bridge leading across the Otteraa to the church of *Oddernæs* and the *Hamrehei*, a good point of view.

The Environs are picturesque. One of the favourite walks (1 hr. there and back) is on the *Otterø*, a rocky and partially wooded island at the E. end of the Strandgade, about 8 min. from the hotels (ferry 3 ø.). The baths (p. 2) lie to the right. The path in a straight direction passes the *Seamen's Hospital* and leads round the island (40 min.), commanding beautiful views. The highest point of the island is the *Kikud* (355 ft.). — On the N.W. side of the town is the *Banehei* with promenades. — On the Mandal road, on the W. side of the town, 1/4 hr. from the hotels, lies the pretty *Cemetery*. Opposite to it (to the right) a path ascending the hill leads to the (20 min.) **Ravnedal*, a wooded and grassy dale, at the (1/4 hr.) upper end of which is the *Ravnehei*, a point of view, reached by wooden steps. Below are a small fountain, a pond, and a cottage (Rfmts.; view). We descend to the W. to (1/4 hr.) the Sætersdal road and follow it back to the town, passing (10 min.) the cemetery. — About 2 1/2 M. to the W. of Ravnedalen rises the *Graamandshei* (810 ft.). — On the right bank of the Otteraa, 2 1/2 M. up, are the '*Omvendte Baad*' (a landmark) and *Oddersjaa*, commanding a pleasing view. — Steamers ply twice daily from Christiansand up the *Topdalsfjord*, the N. prolongation of the Christiansands-Fjord, to *Rōnene* and *Bōen*, on the Topdals-Elv (there and back 2 1/2-3 hrs.). — A trip by boat may be taken to the (6 M.) lighthouse on the *Oxø* ('Oxøfyr'), with its meteorological station.

From Christiansand to Ekersund (about 190 Kil. or 119 M.), a good, but hilly road, near the coast, and crossing several ferries. Fine scenery nearly the whole way. Most of the stations are 'fast', the chief being (43 Kil.) *Mandal*, (55 Kil.) *Fedde*, (56 Kil.) *Eide*, and (35 Kil.) *Ekersund* (p. 86). The journey takes 3-4 days, while the steamboat voyage to Ekersund, which most travellers prefer, takes 12-15 hrs. only.

The **Sætersdal**, a valley running to the N. of Christiansand, about 230 Kil. (144 Engl. M.) in length, and watered by the *Otteraa* or *Torrisdalselv*, is interesting both for its scenery and the primitive character of the inhabitants, a tall, strongly-built race, who still cling to their old dress and customs. The stations are fast; Mosbø, the first, has the augmented tariff (No. III), the others have the ordinary (No. II).

The Sætersdal road leaves Christiansand on the W. side and passes several farms and *Øvre Stray*, where we overlook the river on the right.

10 Kil. (pay for 11) **Mosbø** or *Mosby*, to which a steamer also plies once or twice daily in 1 hr. (Com. 345).

Beyond the Otteraa, 3 M. to the E. of Mosbø, is the farm of *Vigland* with the waterfall of that name; farther on are the *Hundsfos* and the *Helvedesfos*.

18 Kil. *Reiersdal* (plain Inn, with good beds). We pass several lakes, well stocked with fish, and the *Hægedals-Kirke*.

13 Kil. **Kile** (quarters at *Gotfredsen's*, the steamboat-captain, well spoken of) lies on the pretty **Kilefjord** (460 ft.), a lake 12½ M. long, through which the Otteraa flows. The steamboat 'Bjoren' (Com. 345) plies up and down the lake five days a week, taking 2 hrs. each way. Stations *Daasnæs*, near Faret (see below), and *Evje Nikkelværk*, where nickel and copper-mines have been worked since 1872 (near which are many tombs of the 5th or 6th cent.). From this point walkers follow the new road on the E. bank of the river, past the church of Evje, to Vasenden (see below), about 7½ M.; travellers who drive leave the steamer at Daasnæs.

The high-road ascends from Kile on the W. bank of the fjord and soon enters the district of *Nedenæs*.

21 Kil. *Faret i Evje*, at the mouth of the *Daas-Elv*, which the road crosses, is near the steamboat-station Daasnæs (see above). About 1½ M. further is the fine *Fennefos*. By the farm of *Øvre Fennefos* are two *Stabbure* of last century. On the opposite bank is the church of *Evje*.

14 Kil. *Guldsmedmoen* (quarters at the steamboat-captain's) lies a little off the high-road, not far from the station *Senum*, and at the S. end of the **Byglandsfjord**, a lake 22½ M. long. Steamer three times a week to Langeid in 4½-5 hrs. (also almost daily to Bygland in 2 hrs.; the steamer may be hired at other times for 15 kr. per trip of 6 hrs.). At Guldsmedmoen we cross to the E. bank of the river by means of a ferry to *Vasenden* (the steamboat-station), whence the road ascends the E. bank of the fjord.

The S. part of the Byglandsfjord, enclosed by low and steep hills, is called the *Aardalsfjord*. On the right rises the *Aardalsnut* (2510 ft.). We then pass the church of *Aardal*. The steamer rounds a promontory with the farms of *Frøirak* and *Berg* and enters the Byglandsfjord proper. On the right are the steep *Foneklev*, which the road crosses, and the church of —

24 Kil. **Bygland** (station with beds for tourists), situated in a pleasant side-valley. By the church is the new sanatorium or health-resort called *Sæterdalens Sommerhjem* (well spoken of; fishing to be had). The navigable channel narrows. Beyond *Urdviken*, amidst fine mountain-scenery, the steamer passes through a lock (beyond which it cannot go when the water is low) and under the bridge which carries the high-road back to the W. bank, and reaches the *Aaraksfjord*, the N. part of the Byglandsfjord. On the right is the church of *Sandnæs*. Then, to the left, *Frøisnæs*, on the high-road (quarters at Ole Torbjørnsen's).

19 Kil. **Ose**, steamboat and posting station (quarters at *G. Drengsen's*, who has two interesting old Stabbure on his farm and several curiosities, including old bridal ornaments; an adjoining farmer also keeps a primitive 'hotel'). On the E. bank we observe the church of *Osstad*, at the head of the Aaraksfjord.

Water permitting, the steamer then ascends the Otteraa to *Langeid*, lying about halfway between Ose and —

20 Kil. *Helle i Hyllestad* (rustic quarters at Torbjør Vettesdatter's). Scenery rather monotonous. About 3 M. from Helle is the church of *Hyllestad*.

From Hyllestad a fatiguing mountain-path, indicated by landmarks, leads by the gaard of *Suleskar* to *Nerebø*, at the E. end of the *Lysefjord* (p. 89). Two days. Guide (12-14 kr.) and provisions necessary.

At *Flaarenden*, about 12 Kil. from Helle, the road crosses to the E. bank of the river. Scenery grander. To the left is the *Hallandsfos*, a waterfall with some of the largest 'giant cauldrons' in Norway, one of them 26 ft. deep.

20 Kil. **Viken** *i Valle* (good quarters at *Dreng Bjørnaraa's*). The church of Valle has an altarpiece of local fame. The gaard of *Aamlid*, on the W. side of the river, contains an ancient 'Aarestue'. The *Svarvanut* (4525 ft.), ascended from *Aamlid*, is a fine point of view. The gaard of *Homme*, near Valle, also affords a good view.

From Viken the Bispevei, the best of the bridle-tracks leading out of the upper Sætersdal, joins the road mentioned at p. 37 about 6 Kil. to the S. of *Veum* (12-13 hrs.; horse and guide from Viken to Veum about 14 kr.). From Veum to *Midtgaarden* and *Dalen*, where we join the main Telemarken route from Skien to Odde, see p. 37.

From Aamlid over the mountains to *Aardal* on the Stavanger Fjord (p. 90), two days; guide 12-14 kr.

Travelling by 'skyds' ends at Viken. But we may drive on, by *Rygnestad* and *Bjørnaraa*, passing (about 22 Kil. from Viken) the *Byklestig*, a flight of steps 140 ft. high ascending the mountain slope, to (31 Kil. above Viken) —

Bykle or *Byklum* (1800 ft.; *Ole Drengsen*, rustic but good). Near it is the **Sarvfos*, the highest waterfall of the Otteraa, which we reach by a good path.

From Rygnestad and Bjørnaraa a bridle-path leads past the lakes *Store Bjørnevand* (near which is a tourists' hut), *Tjernvig-Vand*, and *Bordsjø* to *Dalen* on the Bandaksvand (p. 37), about 29 M. Many sæters are passed.

About 2 M. to the W. of Bykle lies the *Bosvand* (1750 ft.; $8^3/_4$ M. long), at the W. end of which is *Brattelid i Bykle*. Rough paths, crossing several torrents, lead thence to the W. to the *Hjøsenfjord* (p. 90) and to the N.W. to *Øiestad* on the *Suledalsvand* (p. 92), each 14-16 hrs.

The bridle-path on the W. bank of the river ascends past the gaards (where bread and milk only are to be had) of *Haslemo* (from which a mountain-path leads to Rykkelid i Mo in Telemarken, p. 38) and *Ørnefjeld* to ($10^1/_2$ hrs.) the gaard of —

Bredvik or *Breive* (beds at *Knud Alfsen's*), near which there is a small colony of Lapps with about a thousand reindeer.

We next cross the huge *Meienfjeld*, where reindeer are often seen, to the (6 hrs.) sæter *Blesje* (whence it is better to follow the bridle-path than the interesting but precipitous footpath) and ($3^1/_2$ hrs. more) the gaard *Jordbrække* in the Suledal (about 21 M. from Bredvik), from which we descend the valley to ($1^1/_4$ hr.) *Roaldkvam* on the *Suledalsvand* (p. 92). From Roaldkvam to *Næs*, which affords better quarters (p. 92), $^1/_2$ hr. by boat.

Less interesting, but better in bad weather, is the path up the Sætersdal from Bredvik to (10 M.) *Bjaa*, the highest gaard in the valley (beds at Knud Bjørgufsen's), and (8 M.) the *Haukeli Road*, which may be reached at *Flaaten* or *Heggestøl* by travellers going E., or at *Flaathøl* by those going W. (see p. 31; and Map, p. 24).

From Christiansand to Christiania.

Steamboats of the 'Sommer-Postrute' (Com. 175) daily in $20^1/_2$ hrs. (fares 15 kr. 60, 9 kr. 75 ø.); distance, as the crow flies, 156 Engl. M.; 13 stations. The voyage is chiefly '*indenskjærs*', *i.e.* within the *Skjærgaard*, or belt of islands which flanks the coast, where the water is perfectly smooth. Besides these steamers there are the much less punctual large Hamburg (Com. 14) and Bergen steamers (Com. 200), which touch at from two to four stations only, plying chiefly '*udenskjærs*', or outside the islands, where the sea is often rough. There are also several small coasting steamers at lower fares, touching at numerous stations, and plying chiefly within the islands (Com. 167, 168, 175, 177, 199, 217, 224). Most of the steamers have good restaurants on board and a limited number of berths. We give the distances in Norwegian sea or nautical miles (S. M.) from station to station (see Introd., p. lxxviii).

The voyage presents no special attraction till we enter the Christiania Fjord. The vast extent of sea studded with rocky islands has the effect of dwarfing the scenery. Several of the coast-hills rise to 2300 ft., and are often well wooded though appearing bare from a distance.

Lillesand (Hot. Norge), with 1500 inhab., and *Grimstad* (Hot. Møller; Hot. Nilsson), with 3200 inhab., are the first stations.

10 S. M. **Arendal** (**Schnurbusch*, on the quay; *Grand Hôtel; Henriksen;* Brit. vice-consul, Mr. M. Kallevig) with 4690 inhab., prettily situated at the mouth of the *Nidelv*, is a busy trading and ship-building place, and has an excellent harbour. From the S. it is approached by the *Galtesund*, and from the E. by the *Tromøsund*. Fine view from a terrace planted with trees above the quay.

A posting road leads from Arendal to (11 Kil.) *Brække i Møland* and (18 Kil.) the small seaport of *Tvedestrand*, then inland by (14 Kil.)

Uberg to (18 Kil.) *Simonstad*, at the N. end of the lake *Nelaagfjord*, amidst fine woods, where the beaver still occurs. A shorter route is by road to (35 Kil.) *Rustdalen*, and thence by boat on the Nelaagfjord to (6 Kil.) Simonstad. — From Simonstad to the *Nisservand*, comp. p. 37.

The next stations are *Haven* or *Dyngø*, *Lyngør*, and —

6 S. M. *Risøer* (Thiis, by the pier, well spoken of; Busch, in the town; Brit. vice-consul, Mr. H. C. Finne), a town of 3100 inhab., beyond which the coast is unprotected for some distance.

4 S.M. **Kragerø** (*Central Hotel*, 5 min. from the pier; *Victoria*, small, near the Central; Brit. vice-consul, Mr. H. Larsen), a busy trading port with 5700 inhab., opposite the island of that name. A monument, by Middelthun, has been erected here to Prof. Schweigaard (p. 12), a native of the place. Apatite, a kind of phosphate found plentifully in the environs, yields artificial manure. On the neighbouring island of *Langø* are iron-mines. On the *Jomfruland* rises a lighthouse. (Comp. Map, p. 34).

From Kragerø a posting-road leads by (10 Kil.) *Støen*, (17 Kil.) *Lenæs* on the *Tokevand*, and (21 Kil.) *Holte i Drangedal*, to (18 Kil.) *Bø*. Thence by road (about 30 Kil. more) to *Strand i Vraadal* (p. 37).

The coasting steamers pass through the picturesque *Langesunds Kreppa*, a very narrow strait between precipitous rocks, to **Langesund** (*Johnsen*), with 1400 inhab., on the *Langesundsfjord*, which is prolonged to the N. by the *Eidangerfjord* and the *Friersfjord*. To the right rises the lighthouse *Langesunds Fyr*.

From Langesund to Porsgrund and Skien, 29 Kil., steamer (Com. 154-157, 216, 217) several times daily, except Sunday in 2½-3 hrs.. Soon after starting we touch at **Brevik** (*Stiansen*; British vice-consul, Mr. *S. C. Larsen*), with 2000 inhab., charmingly situated at the S.E. end of a rocky peninsula which separates the Eidangerfjord from the *Friersfjord*. Opposite, to the S., is the little town of *Stathelle*. A steam of ¾ hr. on the *Friersfjord* brings us to *Porsgrund* (p. 35), whence we ascend the *Skienselv* in ¾ hr. more to *Skien* (p. 35).

The steamer, unprotected by islands, next passes the *Nevlunghavn*, and then enters the pretty approach, past the *Svennørfyr* and the *Fredriksværnfyr*, to *Fredriksværn*, with 1300 inhab., formerly a small fortress. The Møllerbjerg affords a fine sea-view. We now steer N. in the *Laurviksfjord* to —

7 S. M. (from Kragerø) **Laurvik** (p. 34).

Farther on, the steamer passes the mouth of the *Laagen* to the E. and rounds the furrowed *Hummersberg*. It then crosses the mouth of the *Sandefjord*, at the N. end of which lies the little town of that name (Heidenreich; Johnsen), with sulphur and sea baths (reached from Christiania by train or by steamboat), rounds the *Tønsbergs Tønde* near **Tønsberg** (p. 34), and next reaches —

10 S.M. **Vallø**, with a pasteboard-manufactory, the first station in the **Christiania Fjord**. This picturesque fjord, at first 7-8 Engl. M. broad, and extending N. for about 45 M., is enclosed by rocky banks of moderate height, wooded with birches and pines, and enlivened with numerous villages, at which none of the larger steamers touch. We next stop at —

8 S.M. **Horten** (*Victoria Hotel*; *Sørbye's Hotel*, well spoken of),

a town with 6800 inhab., near which is *Karl-Johansværn*, the principal Norwegian government dockyard, with its quays and a brick church. Railway to Holmestrand, see p. 34.

On the E. shore of the fjord, opposite Horten, and behind the island of *Hjelland*, lies (8 S. M.) **Moss** (p. 75), at which several of the larger steamers touch.

The fjord now expands to a breadth of about 12 Engl. M. On the left opens the Drammensfjord (p. 21). We next enter a strait narrowing to $1/2$ M., and about 9 M. long, which connects the outer with the inner Christiania Fjord. On the right lies the next station —

8 S. M. (from Moss) **Drøbak** (*Reinschoug;* Brit. consular agent, Mr. K. G. H. Lehmann), a pleasant watering-place, with 2000 inhab. and numerous villas. We pass the fortified islet of *Kaholmen* (*Oscarsborg*) and the bleak *Haa-Ø*, beyond which the inner fjord gradually expands. To the N.W. now appear the porphyry ranges of the *Kolsaas* (1245 ft.), the *Skougumsaas* (1130 ft.), and, further W., the *Vardekolle* (p. 20). After rounding the *Næsodtangen*, on the E. side of the fjord, we come in sight of Christiania, with the conspicuous palace on the hill-side, the fortress of Akershus in the foreground, and the Tryvandshøide (with Frognersæter, p. 18) rising in the distance: a beautiful picture.

The vessel steers past several islands: on the left the *Lindø* and the *Hovedø* (with interesting strata of greenstone); on the right the *Græsholm* and the *Blekø*, beyond which we obtain a fine glimpse of the Bundefjord, with its numerous country-houses. We land at the *Bjørvik*, the harbour of (4 S. M.) Christiania.

2. Christiania and Environs.

Arrival. The large Steamers land their passengers at the Toldbodbrygge or at the Jernbanebrygge, near the Custom House (Pl. D, 7), both in *Bjørviken*, or the E. harbour. The custom-house examination takes place in the steamer. Porterage from the steamer to the hotels: 30 ø. for 65 lbs. or under, 40 ø. for 65-150 lbs. (only porters with badges should be employed). Cabs (see below) are generally scarce; but a boy (20-30 ø.) may be sent to fetch one from the Jernbanetorv, near the harbour. — Travellers by Railway from Sweden, from Fredrikshald, or from Trondhjem arrive at the *Øst-* or *Hoved-Banegaard* (Pl. D, 6), where luggage from Sweden is slightly examined; travellers from Drammen arrive at the *Vest-Banegaard* (Pl. B, 7). Porterage and cabs thence to the hotels, as above.

Hotels. *Victoria (Pl. h: C, D, 7), at the corner of the Raadhus-Gade and Dronningens-Gade, a large, old-established house, R. from $2^1/_2$ kr., A. 50 ø., B. 1 kr. 40, D. 3, S. 2-3 kr.; *Grand Hôtel (Pl. B, C, 6), at the corner of the Carl-Johans-Gade and the Rosenkranz-Gade, well situated at the E. end of the Eidsvolds-Plads, R., L., & A. from 2, B. 1, D. 3 kr., with good restaurant (two dishes *à la carte* from 1 to 5 o'clock 1 kr.); *Skandinavie (Pl. f: C, D, 6), at the corner of the Carl-Johans-Gade and the Dronningens-Gade, central, R. 2-4, L. $1/2$, A. $1/2$, B. $1\text{-}1^1/_2$, D. 3, S. $1^1/_2$ kr.; Britannia (Pl. a; D, 7), at the corner of the Toldbod-Gade and the Store Strand-Gade, the nearest hotel to the quay, second-class. — Royal Hotel (Pl. e; D, 6), Jernbane-Torv, commercial. — Angleterre (Pl. b: C, 7), at the corner of the Raadhus-Gade and the Kongens-Gade, R., L., & A. $1^1/_2$, B. 1 kr.; Kong Oscar, near the Vestbanegaard; Hôtel

KRISTIANIA.
1 : 20,000
Mètres = 1 Kilomètre
1. Athenæum C.6.7.
5. Børsen D.7
9. Høiesteret D.7
Kirken:
13. Johannes Kirke C.7.
16. Vor Frelsers Kirke C.6
25. Norges Bank C.7.
26. Paleet D.6.7
28. Rådhus C.D.7
30. Storthingsbygningen C.6
31. Teknisk Skole B.6
33. Theatret (Kristiania) C.7.
Botanisk Have

PIPERVIKSBUGTEN
BJØRVIKEN
OSLO
HAVN
Akershus
Fæstning
Storthings
Gravlund
A
B
C
D
E
F
5
6
7
8

Continental, St. Olafs-Gade, N.E. of St. Olafs-Plads (Pl. B, 6), R., L., & A. 1½-2, B. ¾-1, D. 3, S. 1 kr., with restaurant; Martin's Hotel, in the market-place, R., L., & A. from 1½, D. 1-2 kr.; the two last well spoken of. — **Hôtels Garnis.** *Chr. Knudsen*, Tordenskjolds-Gade 8, near the Eidsvolds-Plads (landlord speaks English); *Fru D. Brorsen*, Storthings-Gade 10, adjoining Gravesen's Restaurant; *Søstrene Scheen*, Prindsens-Gade 26, S. of the Storthing Building; *Fru Hansen*, Carl-Johans-Gade 41, R. 1½ kr.; *Søstrene Waalen*, same street, 12; *Sidsel Aanrud*, same street, corner of Akersgaden; *Søstrene Larsen*, same street, 33; *Frøken Anne Kure*, corner of Carl-Johans-Gade and Kirke-Gade, good and moderate.

Restaurants (besides the hotels). **Christoffersen's Efterfolger*, corner of Bankplads and Kirke-Gade, first floor; **Gravesen*, Storthings-Gade 8; *Frimurer-Logen* (Pl. 7; C, 8), Grev-Wedels-Plads; *Tivoli*, see p. 2. — **Cafés.** In the **Grand Hôtel*, see above, Bavarian beer 30 ø. per glass; *Idun*, Skipper-Gade; *Fritzner*, opposite the University; *Studenterlunden*, see p. 6. — **Confectioners.** **Baumann*, Øvre Slots-Gade 10; *Günther*, Carl-Johans-Gade.

Cabs. The driver is called '*Vognmand*':	1-horse; 1 pers.	2-hors.; 1-2 p.
Drive in town (to almost any place in annexed Plan)	— 40 ø.	— 80 ø.
For each additional person	— 20	— 20 -
Per hour within town and environs	1 kr. 50 -	2 kr. 50 -
For each additional person	— 25 -	— 50 -

At night (11 p.m. to 8 a.m. from 1st May to 30th Sept.; 10 p.m. to 9 a.m. during the rest of the year): one-horse cab 1 kr. 20 (40 ø. for each additional person); two-horse cab 2 kr. (50 ø. for each additional person). In one-horse cabs 56 lbs. of luggage, in two-horse cabs 112 lbs. are carried free.

Carriages may also be ordered at the hotels. — The Skyds-Station (p. xviii) is at Grubbe-Gade 3.

Tramway (*Sporvogn* or *Tramway;* comp. Plan). From the Stor-Torv, or market-place, adjoining Vor Frelsers Kirke, to the *Vestbanegaard* (W.), *Homansby* (N.W.), *Grünerløkken* (N.E.), and *Oslo* (S.E.), every 5 or 10 min. from 8 a.m. to 10 p.m. on week-days, and from noon to 10 p.m. on Sundays. Fare for each of these trips 15 ø. — As there are no conductors, each passenger drops his fare into a box placed near the driver. The coins fall on a slide and are seen through a pane of glass by the driver, who then tilts them into the box below. The drivers give change at the opening marked 'Vexling', but have no access to the money-box.

Boats in the *Baadhavn* (Pl. D, 8), for rowing or sailing, with man, about 1½ kr. per hour (no fixed tariff). Often difficult to find a boatman (*Baadmand*, *Færgemand).*

Post and Telegraph Offices (Pl. 27, 32; C, 2), corner of Kirke-Gade and Carl-Johans-Gade (Pl. C, 6). *Post Office* open from 8 a.m. to 7.30 p.m.; Sundays 8-10 a.m. and 5-8 p.m. *Telegraph Office* daily from 7 a.m. to 9 p.m.; also at night for foreign telegrams.

Banks (open 10-2). *Norske Credit-Bank*, corner of Kirke-Gade and Prindsens-Gade; *Christiania Bank & Credit-Kasse*, Torvet, W. side; *Norges Bank*, Bank-Plads; *Th. Joh. Heftye & Son*, Toldbod-Gade 20; *N. A. Andresen & Co.*, Kirke-Gade 6; *P. Henschien & Co.*, Jernbane-Torvet 2. Circular notes may be changed at any of these.

Consulates. British consul-general, *Th. Michell, Esq., C. B.*, Carl-Johans-Gade 33. American consul, *Mr. Gerhard Gade*, Torvet 2; vice-consul, *Mr. L. Bronn.*

Shops. [Purchases should not be made in the presence or by the advice of guides or couriers, as their commission is apt to be added to the price.] Booksellers: *Cammermeyer's Boghandel*, Carl-Johans-Gade 41, 43; *J. W. Cappelen*, Kirke-Gade 15; *Dybwad*, opposite the Post Office; *F. Beyer*, Carl-Johans-Gade 33, next to the Grand Hotel (large store of photographs, wood-carvings, etc.). — Music Seller: *Karl Warmuth*, Kirke-Gade 17 (Scandinavian music and musical instruments). — Jewellers (noted for filigree-work and enamel): *J. Tostrup*, Carl-Johans-Gade 25, opposite the Storthing; *Thune*, Carl-Johans-Gade, S. side, near the Øvre Slots-Gade; *Andersen*, corner of Kirke-Gade and Prindsens-Gade. — Furrier: *E. Larsen*, Kongens-

Gade 22. — Art-dealers: *Blomkvist*, Carl-Johans-Gade 41 (pictures by Norwegian artists); *Abel*, Carl-Johans-Gade 45 (also photographs and engravings). — Travelling Requisites: *W. Schmidt*, agent of the Turist-Forening (p. xxi), Kirke-Gade 21; *Støren*, corner of Grændse-Gade and Akers-Gade. — Stationery, Photographs, etc.: *Olsen*, Carl-Johans-Gade, near the Hôtel Skandinavie; *Andvord*, opposite the post-office; *Beyer* (see above). — Sporting Requisites: *Larsen*, Dronningens-Gade; *Hagen*, Kirke-Gade 19; *Torgersen*, Carl-Johans-Gade 5. — Preserved Meats, etc.: *E. Lexow & Co.*, Toldbod-Gade 8; *C. J. Christophersen & Co.*, under the Hôtel Skandinavie; *Bergwitz*, Øvre Slots-Gade; *Chr. Magnus*, Carl-Johans-Gade 33, next door to the Grand Hotel. — Cigars: *Jebe*, *Gløersen & Co.*, Carl-Johans-Gade.

Tourist Offices. *T. Bennet*, Store Strand-Gade 17; *Berg-Hansen*, agent of the Bergenske and the Nordenfjeldske Steam Navigation Companies, Revieret 1; *F. Beyer* (the bookseller, see above). — Comp. Introd., p. xix.

Baths. *Christiania-Bad*, at the corner of Munkedamsvejen and Ringsgangen, nearly opposite the University, with modern appliances, Roman baths, &c.; *Badeanstalt* (Pl. C, D, 5), Torv-Gade. Warm salt-water baths at the *Victoria Terrace* (p. 14). — Bathing in the Fjord: *Hygæa* (20 ø.) and *Sølyst* (10 ø.), for swimmers. The water on the W. side of the *Bygdø* (p. 16) is purer. The water of the fjord is only slightly salt. The rise and fall of the tide averages 1-2 ft. only.

Theatre. *Christiania-Theater* (Pl. 33; C 7), Bank-Plads, usually closed in summer. — At the **Tivoli** (Pl. B, 7), Eidsvolds-Plads, nearly opposite the University, concerts and *Varieté Theatre* daily (adm. 50 ø., and various extra-payments). — **Diorama**, Carl-Johans-Gade 41: Norwegian landscapes, Death of Charles XII., etc.; daily 10 (Sund. 12) to 7; adm. 50 ø. — **Military Band** in Studenterlunden (p. 11).

English Church (opened in 1884), in the Møller-Gade. Service at 11 a.m. Chaplain, *Rev. A. F. Heaton.*

Chief Attractions. Walk or drive from the Østbanegaard across the Jernbane-Torv and through the Carl-Johans-Gade. Walk on the ramparts of Akershus in the early morning (p. 15). The *Vikings' Ships* (p. 12). *Museum of Art* (p. 12). The *Palace* (p. 14). View from *St. Hanshaugen* (p. 15). Excursions to *Oscarshall* (p. 16); to *Frognersæter* and the *Holmekollen* (p. 18); to some of the neighbouring villages on the Fjord by small steamer starting from the Pipervik.

Christiania, the capital of Norway, is beautifully situated at the foot of pine-clad hills, at the N. end of the *Christiania Fjord* and on the W. bank of the small *Akers-Elv* (in 59° 54′ N. lat. and 10° 50′ E. long.). The mediæval town of *Oslo*, of which Christiania is the successor, lay on the E. bank of the river. It was founded by Harald Hardraada about 1050, and was afterwards a station of the Hanseatic League. In the cathedral of St. Halvard several Norwegian kings were interred, and James I. of England married Anne of Denmark in 1589. In 1547 Oslo was burned down by its inhabitants to prevent its falling into the hands of Swedish besiegers, and was again destroyed by fire in 1624. The same year Christian IV. of Denmark laid the foundation of the modern town, to the N. of the old fortress of *Akershus*, and named it after himself. In 1686, 1708, and 1858 Christiania suffered severely from conflagrations. The population (almost entirely Protestant) in 1855 was 38,958; in 1875 it was 95,836; in 1885 it was 130,000; in 1891 it had reached 150,444.

Christiania is the seat of the Norwegian government, of the supreme law-courts, of the Storthing or parliament, of a University, and of a bishop. Its trade is considerable. The chief exports are timber, herrings, matches, oats, beer, and ice, and the imports rye, colonial products, woollen goods, cotton, coal, meat, machinery, etc., the former being valued at over 25, and the latter at 75 million kroner. The town also owns about 400 sailing-vessels and 80 steamers. Near it are several considerable engine-works, breweries, cotton-mills, and paper-factories, most of which lie on the Akers-Elv.

The principal street is the *Carl-Johans-Gade*, extending from the *Hoved-Banegaard* (principal railway station, Pl. D, E, 6), at the E. end, to the *Slot* or palace at the W. end, a distance of 3/4 M. Following this street from the station, we soon reach, on the right, the *Stor Torv* (Pl. C, 6; 'great market'), usually known as *Torvet* ('the market'), adorned with a *Statue of Christian IV.*, by Jacobsen (1874). On the E. side of the Torv rises —

Vor Frelsers Kirke (Pl. 16), or *Church of Our Saviour*, consecrated in 1697, and restored by Châteauneuf in 1849-56. The altar-piece is by *E. Steinle* of Düsseldorf, and the marble font by *Fladager*. — In the *Torv-Gade* to the N. of the Torv, is the *Dampkjøkke* ('steam kitchen'; Pl. D; C, 6), founded in 1858, where about 2000 persons are daily provided with dinners for 27-45 ø. each, either carrying them home or dining at large marble tables in the building. The Torvgade leads past *Ankerløkkens Gravlund* to the *Akers-Elv*, which forms several falls higher up and drives several large factories. — Farther up the Carl-Johans-Gade, on the left, rises the —

Storthings-Bygning (Pl. 30: C, 6), or hall of the Norwegian Parliament, designed by *Langlet*, and completed in 1866. The chief façade, flanked with two lions in granite by *Borch*, looks towards the *Eidsvolds Plads*, a handsome square planted with trees. The interior is shown by the 'Vagtmester' or custodian (to be found at the entrance from the Storthings-Gade, on the S. side; fee 1/2-1 kr.). The *Storthings-Sal*, seated for 150 deputies and an audience of 300 persons, contains a large painting by Oscar Wergeland, representing the first discussion of the Norwegian constitution (p. lxxii); the smaller *Lagthings-Sal* has seats for 40 members and 130 visitors. — In the Akersgade, to the S. of the Storthing Building, is a monument to the poet *J. H. Vessel* (d. 1785). — In the Eidsvolds-Plads is a statue of the poet *Henrik Wergeland* (d. 1845), by Bergslien. — On the W. this Plads is adjoined by another, called *Studenterlunden* (Pl. B, 6), in front of the University, where a military band often plays in the afternoon or evening.

The **University** (Pl. B, 6) was founded by Frederick VI. of Denmark in 1811. The present edifice, with two wings at right angles to it, was erected in 1841-53 by *Grosch*, whose design was partly suggested by Schinkel of Berlin. There are five faculties with 55 professors, who lecture gratis to upwards of 1000 students.

The central building, in front of which a statue of the Norwegian jurist and politician *Ant. Martin Schweigaard* (d. 1870), by Middelthun, was erected in 1883, contains lecture-rooms, the *Zoological Museum* (Sun., Mon., Frid. 12-2), the *Botanical Museum* (Mon., 12-2), the *Zootomical Museum*, the *Mineralogical Cabinet* (Frid., 12-1), the *Ethnographical Museum*, the *Physical Cabinet*, and the *Medical Collections*. Handsome staircase.

The **Ethnographical Museum** (reached by a staircase in the N.W. corner, from the garden at the back; Mon. and Frid. 1-2, Sun. 12-2) contains Scandinavian costumes, furniture, and implements, and in a second room a Laplander's tent, with reindeer and pulk. A staircase ascends to a series of small rooms containing curiosities from other parts of the world.

The E. wing, known as the *Domus Academica*, contains the Festsal or Aula, a *Collection of Northern Antiquities*, and a *Cabinet of Coins* (Mon. & Frid., 1-2; 45,000 specimens; ascend staircase and turn to the left).

The ***Collection of Northern Antiquities** (Sun., Mon., and Frid., 12-2) is arranged in seven rooms. In the *Vestibule* are several finely carved church-doors. — *Room I* (farthest to the right): relics of the flint and bronze ages. *Rooms II-IV:* relics of the iron period. *Room V* contains mediæval curiosities (A.D. 1000-1500), the chief having their names and dates attached. Among them are three fine doors from Norwegian timber-churches, of the 12-13th centuries. *Room VI:* interesting door-posts and portals of the same period. *Room VII:* curiosities of later date than 1500, including tankards in wood and metal, bridal crowns, trinkets, fire-arms, and tools.

In the W. wing is the *Library*, consisting of 250,000 vols. (open to the public on the first five days of the week, 12-2; reading-room 11-3; closed in July and Aug.). Entrance in the Frederiks-Gade.

In the court at the back of the central building of the University are wooden sheds containing two **Vikings' Ships* (Sun., Mon., Frid. 12-2; at other times shown by the 'Vagtmester', who lives on the ground-floor of the central building; fee 10-25 *ø.*).

As the ancient Germanic kings were buried with their war-steeds, so the viking chiefs were laid to rest with their arms and their treasures in their ships. One of the two shown here was found at Thune in the Amt of Smaalene in 1867, and the other at Gogstad, near Sandefjord (p. 34), in 1880; and both owe their preservation from decay to the blue clay in which they were imbedded. The ship from Gogstad, in the newer shed, is the better preserved. Its total length from stem to stern is 103 ft., length of keel 66 ft., breadth 16 ft. To the mast in the centre a large square-sail was attached by means of a pulley. In the third plank from the top are sixteen rowlocks. The rudder was placed on the right side (whence 'starboard', originally the steering side). By the mast was placed the wooden tomb-chamber, which was found empty, having probably been pillaged at an early period. — The other ship is in fragments. Adjoining it are several old church paintings from the Hallingdal.

To the N. of the University is the ***Museum of Art** (*Kunstmuséet;* Pl. 21; B, 6), built in the Italian Renaissance style by *Adolf Schirmer*, and presented to the town by the Christiania Savings Bank. Wings uncompleted. Admission on Sun., Tues., and Thurs. 12-2; at other times on application to the 'Vagtmester' (fee 1/2-1 kr.).

The Ground Floor contains the Sculpture Gallery (historical and critical catalogue by *Prof. Dietrichson*, 1 kr.).

The Vestibule and three Rooms contain the *Casts of Ancient Sculptures*, and the Staircase and Hall the *Casts of Renaissance and Modern Sculptures.* — The other rooms contain *Original Works by Norwegian Masters*, the finest of which are: 328, 329. *Fladager*, Angel with font (model and sketch); *Borch*, 330. Jephthah's Daughter, 331. The first lesson, 331a. The Sulamite Maiden, 331b. David; 333. *Skeibrok*, Ragnar Lodbrok among the serpents; no number, *Skeibrok*, The mother watching.

A double staircase ascends to the Upper Floor, which contains the National Gallery, a collection of about 300 ancient and modern paintings founded in 1837 and belonging to government. Historical and critical catalogue by *Prof. Dietrichson*, 1 kr.

A. ***Skandinavian Painters.** The collection is annually extended and is frequently re-arranged. We mention the most important in the order of their numbers. — We first enter the —

East Room. Danish School. 198. *Jens Juel*, Bernt Anker, a Norwegian patriot of the 18th cent.; 201. *C. W. Eckersberg*, Alms-giving at the convent; 202. *N. Simonsen*, Caravan overtaken by a simoom; 204, 205, *Grönland*, Flowers and fruit; 206. *Sørensen*, The Sound, near Kronborg; **Krøyer*, Concert in the studio. — Swedish School. 210. *Kjörboe*, Fox; *Amalie Lindegren*, 214. Widow and child, 215. Grandfather's lesson; 217. *Fagerlin*, Discomforts of bachelor-life; 218. *E. Bergh*, Birch-wood. — We turn to the right and enter the —

South Rooms (lighted from above). Norwegian School. *J. C. Dahl* (1788-1857), 230. Laurvik, 231. Waterfall; *Th. Fearnley* (1802-1842), 235. The Labrofos, 236. Grindelwald Glacier; 241. *Baade* (1808-1879), Norwegian coast-scene by moonlight; *Adolf Tidemand* (1814-76), *246. A solitary couple (family worship in a cottage), *247. Meeting of the Haugianer (a religious sect), 248. The dying man; 250. *F. Bøe* (b. 1820), Breakfast; *Eckersberg* (1822-1870), 253. Valle in the Sætersdal, 254. Mountain-scenery; *H. F. Gude* (b. 1826), 258. Norwegian landscape, 259. Mountain-view, *261. Christiania Fjord, 262. Before the rain, 263. Scene in North Wales; *267. *H. A. Cappelen* (1827-1852), Forest scene in Telemarken; 272. *K. Bergslien* (b. 1827), Portrait of the artist's father; *Morten Müller* (b. 1828), 273. Scene on the Christiania Fjord, 274. Hardanger Fjord; 276. *E. Bodom* (1829-1879), Scene in Nordmarken; *P. N. Arbo* (b. 1831), *278. The Valkyries, 279. Asgaardsrejen (The Wild Huntsman); 281. *A. Askevold* (b. 1834), Mountain-lake in summer; 285. *Karl Hansen* (b. 1841), In captivity; *287. *L. Munthe* (b. 1841), Coast-scene in winter; No number, *Munthe*, Autumn evening; *E. Petersen* (b. 1852), 289. Portrait of a lady, 289A. Siesta, 289B, Old woman; 299. *Am. Nielsen*, On the Hardanger Fjord; *Heyerdahl*, 300D, Holmestrand, 300F, Family party; *E. Werenskiold* (b. 1855), 320. Girl from Telemarken, *302A. Funeral of a peasant; 302B, Portrait of the novelist Bjørnson; 303. *Ucherman*, Flemish team; 304. *Skredsvig* (b. 1854), Subject from Northern France; 306. *Gerh. Munthe* (b. 1849), A summer's day; 308. *O. Sinding* (b. 1842), Scene from the Lofoten Islands; 324. *Ekstrøm*, Twilight; 331. *Grimelund*, Mexico Dock at Antwerp; 332. *Wenzel*, Old couple; 333. *Chr. Krogh*, Struggle for existence.

West Room: Sketches and studies by *Ad. Tidemand;* 283. *Stollenberg-Lerche* (b. 1837), Payment of tithes at the convent.

B. **Foreign Masters.** North Rooms (lighted from the roof), the first of which is devoted to the French, Italian, and German Schools. Italian Masters: *1. Fine old copy of *Leonardo da Vinci's* Mona Lisa, wrongly ascribed to Bernardino Luini; 5. *Venetian Master*, Massacre of the Innocents; 12. *B. Strozzi*, The tribute-money; 13. *Salvator Rosa*, Landscape. — German Masters: 134, 135. *Barth. Beham*, Portraits of 'Hans Lissalsz' and 'Magdalena Pittrichin'; 141. *J. J. Hartmann*, John the Baptist in the wilderness; *145. *Seibold*, Portrait of a man; 155, 157. *Anton Graff*, Portraits; 173. *O. Wagner*, Ponte Rotto; 175. *K. Sohn*, Tasso and the two Leonoras; 176. *C. F. Lessing*, Scene on the Rhine; *177. *R. Jordan*, Family worship; 178. *E. Geselschap*, Christmas morning; 179. *K. Hübner*, Emigrants paying a farewell visit to the graves of their relatives; 180. *A. Achenbach*, Beach at Scheveningen; 182. *A. W. Leu*, Waterfall in Norway; 183.

O. Achenbach, Italian landscape; 184. *A. Seel*, Cloisters. — French Masters: 187. *C. de la Fosse*, Achilles discovered by Ulysses among the daughters of Lycomedes; 317. *Th. Couture*, Study.

The second North Room contains the works of the Flemish and Dutch Schools: *22. *Pieter Claeissens*, Portrait of himself; 24. *Francken the Elder*, The works of charity; 26. *Abr. Bloemaert*, St. Jerome; 28. *Pourbus the Younger*, Portrait; 30. *R. Saverij*, Landscape with accessories; 32. *Al. Adriaenssen*, Still-life; 34. *Jac. Jordaens*, Allegorical representations of the blessings of the Peace of Westphalia; 35. *L. van Uden*, Drunken peasant; *38. *Jan Fyt*, Fight between dogs and wolves; 50, 51. *P. v. Bloemen*, Cavalry skirmish, Cattle driven off by armed horsemen; 56. *J. Horemans*, Peasant meal; *59. *Hellemans*, Forest-scene, with sheep by *J. Verboeckhoven*; 63. *Mierevelt*, Portrait; 67. *B. v. d. Ast*, Fruit; *71. *Corn. v. Keulen (Ravesteyn?)*, Portrait of a woman; 72. *E. v. d. Velde*, Landscape; 73. *J. v. Goijen*, Sea-piece; *81. *Jan Davidsz de Heem*, Oysters and Rhine-wine; 84. *School of G. Dow*, Schoolmaster; 86. *B. v. d. Helst* (?), Man with a glass of wine; 94. *G. Lunders*, Family portraits; *104. *M. d'Hondecoeter*, Dog, cat, and game: 80. Old copy of *Rembrandt*, Descent from the Cross.

A glass-door in the West Room leads to the staircase, by which we ascend to the *Collection of Drawings and Engravings* (5000 in number; founded in 1877).

Farther N., at the corner of the Universitets-Gade and the Pilestræde, is the building of the *Kunstforening*, or *Art Union* (Pl. K; B, 5, 6; adm. daily, except Sat. and Sun., 12-2.30; 20 ø.), adorned with medallion portraits of celebrated artists by *Jacobsen*. On the ground-floor is the **Art Industrial Museum** (daily, 12-2, free), founded in 1877, containing interesting specimens of Norwegian embroidery, trinkets, etc., mediæval reliquaries resembling the old timber churches, Chinese porcelain, lacquer-work, etc.

On a height at the W. end of the town, in the beautiful *Slotspark*, stands the **Palace** (*Slot*; Pl. A, 6), a plain edifice with a classical portico, erected in 1825-48. The interior is shown by the 'Vagtmester', who lives on the sunk floor of the S. wing (daily, 2-4; fee $1/2$ kr. for each member of a party). The staircase is embellished with two reliefs in marble: on the right, Charles XIV. John laying the foundation-stone of the palace, by *Stephen Sinding*; on the left, Oscar II. unveiling the statue of Charles John, by *M. Skeibrok*. The Festsal is borne by Corinthian columns; Dining Room in the Pompeian style; the walls of the Throne Room, the Coursal, and the Audience Chamber are hung with landscapes by *Flinto*. The private apartments contain paintings and sculptures by Norwegian artists (among them *Tidemand's* Village Catechising, and *O. Sinding's* Battle of Svolder), mostly presented to the king and queen on their silver-wedding in 1882. Fine *View from the roof.

In front of the palace rises an **Equestrian Statue of Charles XIV. John** (Bernadotte), by *Brynjulf Bergslien*, inscribed with the king's motto 'The people's love is my reward'.

The extensive quarter to the W. of the palace, named *Homansby*, consists of villas and gardens. To the S.E., above the Ruseløkvej, is the *Victoria Terrace* (Pl. A, 7), conspicuous from the sea. Below are two rows of shops, one over the other, and above them are three large turreted dwelling-houses.

From the Storthings-Building the Akersgade leads to the S., past the handsome *Athenæum* (Pl. 1; C, 6), which belongs to a reading-club, and the *Norske Forening*, to the **Johannes Kirke** (Pl. 13; C, 7), a brick edifice by *Bull*, completed in 1878. Altarpiece by *E. Petersen;* eight monolith columns of granite; marble font, etc. ('Kirketjener' or sacristan, Akersgade 1, on the W. side of the church.)

The Raadhus-Gade and Kongens-Gade lead hence to the Bankplads, with the *Theatre* (Pl. 33), and past the *Freemasons' Lodge* (Pl. 7) to the **Fortress of Akershus** (Pl. C, 8; open to the public), the ramparts of which afford a charming view of the fjord by morning light. Akershus was unsuccessfully besieged by Duke Erik of Sweden in 1310, by Christian II. of Denmark in 1531-32, and by the Swedes again in 1567 and in 1716 (under Charles XII.). It is now used as an arsenal and a prison. The garrison-church is within its precincts. Leave to visit the Artillery Museum is obtained at the office of the 'Feldtøimester' in the first building to the S. of the Freemasons' Lodge, in the Fæstnings-Plads (Pl. C, 8).

In the fjord, about 1/2 M. to the S., is the **Hovedø** with the remains of a Cistercian abbey, founded by English monks in 1142 and destroyed in 1532. The island now belongs to the fortress. The view it commands of the town is the only attraction. Rowing-boat from the Pipervik or from Grev Wedels Plads, according to tariff, there and back, with stay of 1/2 hr., 1 pers. 90, 2 pers. 1 kr. 35, 3 pers. 1 kr. 80, 4 pers. 2 kr. 70 ø.

The **Trefoldigheds-Kirke** (Pl. 15; C, 5, 6), or *Trinity Church*, in the Akersgade, a Gothic edifice with a dome, partly designed by *Châteauneuf* of Hamburg, was erected in 1853-58. The interior, a handsome octagon, contains an altarpiece by *Tidemand* and a font with an angel by *Middelthun*.

By the Roman Catholic *St. Olafs-Kirke* (Pl. 14; C, 5), erected in 1853, the Akersgade divides into the *Akersvei*, to the right, and the *Ulevoldsvei*, to the left, the former leading direct in 12 min., the latter past the Gamle Akerskirke in 15 min. to St. Hanshaugen.

Between these two roads lies **Vor Frelsers Gravlund** (Pl. B, 5), a well-kept cemetery, which we may now visit. It may be entered by the lower gate and left by the upper. — In the Akersvei, a little to the N. of the cemetery, rises the **Gamle Akers Kirke** (Pl. B, 4), one of the oldest churches in Norway, mentioned before 1150, perhaps founded by King Olaf Kyrre, and restored by *Schirmer* and *Hanno* in 1861. The church is a basilica in the Anglo-Norman Romanesque style, with aisles. A curious arrangement in the interior is the separation of the space in the centre of the church from the nave, transepts, and choir by means of walls with portal-like openings. The 'Kirketjener' lives in the small house opposite the church, on the N.W. side.

***St. Hanshaugen,** or 'St. John's Hill' (Pl. A, 3, 4; 280 ft.), is laid out as a public promenade. On the top is a reservoir of the city waterworks, the tower of which commands an excellent survey of the town, the fjord with its islands, the Ekeberg to the left, Oscarshall to the right, and the Frognersæter on the hill to the N.W. The attendant, for whom the visitor rings, names the chief points (fee forbidden). The lower entrance to the grounds is within the city radius of cab-fares.

Another very fine view, especially of the harbour, is obtained from **Kampen,** a second reservoir of the waterworks, a little to the E. of the *Botanic Garden* (Pl. E, F, 4), and marked by a flagstaff. The Botanic Garden is also within the city radius.

Environs of Christiania.

Comp. Map, p. 18.

*Oscarshall: 2½-3 hrs., including stay. We either walk to the ferry of *Skarpsno* and row to the château, or take the small steamboat plying from the Pipervik (Pl. B, 7) at 7, 8, and 9 a.m., and hourly from 1.30 to 10.30 p.m., to *Fredriksborg*, *Oscarshall*, and *Sæterhytten* (Com. 103, 104, 104 b; fare 20, 10 ø.). The railway station of Bygdø (p. 19) is 1 M. to the N. of Oscarshall. — Cab with one horse, 2.40, 3.20, 3.60, or 4 kr., with two horses 4, 4.80, 5.20, or 5.60, according to the number of persons.

Leaving Christiania by the *Drammensvei* (Pl. A, 7), which is bordered by villas and pleasant gardens, we soon reach (¾ M. from the University) the *Skarpsno* ferry, crossing (in 6-8 min.; fare 7 ø.) to the wooded peninsula of *Bygdø*, on which the white château is conspicuous. The ferry-boat lands us at the steamboat-pier at the foot of the château, to which we walk in 5 min. more. — The *Sæterhytten* steamer, mentioned above, conveys us direct from the Pipervik to Oscarshall in ¼ hr.; or we may take one of the steamers to *Fredriksborg*, a summer resort on the *Langvik*, 1 M. from the château. (Ask to be shown the beginning of the way from Fredriksborg; then follow the broad road, from which one road leads to the right to Oscarshall, and another to the left to the church of Gol and other ancient buildings; see below.)

The château of ***Oscarshall** (80 ft.) was erected in the English Gothic style by Nebelong for King Oscar I. in 1849-52, and adorned with paintings by eminent Norwegian artists. It was sold to the government by Charles XV., but is still kept up as a royal residence. It deserves a visit for the sake of its pictures and the view. (Apply to the gardener, who lives at the back of the château, on the N.W. side; fee ½-1 kr.)

The Dining Room, on the ground-floor of the smaller separate building, is adorned with six grand Norwegian landscapes by *J. Frich* (d. 1858), the finest being the Ravnedjuv, the Romsdalshorn, and the Norangsfjord, above which are ten famous works by *A. Tidemand* (d. 1876), representing 'Norsk Bondeliv', or Norwegian peasant life. — The Drawing Room, on the ground-floor of the principal building, with its oak panelling, is embellished with statues of Harald Haarfager, Olaf Tryggvason, St. Olaf, and Sverre, in zinc, by *Michelsen.* — A room on the 1st floor contains nine basreliefs from Frithjof's Saga, by *C. Borch*, and four fine landscapes by *H. Gude* (b. 1825) from the same Saga. — Several rooms on the 2nd floor contain paintings, wood-carvings, etc.

We now ascend by a winding staircase of 28 steps to the flat roof of the château, from which 43 steps more lead us to the top of the tower, where we enjoy a charming *View of Christiania, its fjord, and environs (best by evening light).

The château stands in a wooded park. About 1/2 M. to the W. of it (beyond the road from Fredriksborg, mentioned above) a portal erected in ancient Norse style forms the entrance to a clearing, where several interesting old Norwegian buildings have been re-erected. In the centre is the **Church of Gol* in the Hallingdal (p. 40), a 'Stavekirke' or timber-built church of the 12th or 13th cent. (comp. p. 26). Around it are placed: a farm-house from Hove in Telemarken, fitted up with the original furniture; a *Stabbur*, or store-house, from Telemarken, with carved work; and a farm-house from the Gudbrandsdal (attendant 25 *ø.* for each).

About 3/4 M. to the N. is the *Sæterhytte*, a restaurant on the *Dronningbjerg*, the terminus of the Oscarshall steamer. Near it is a monument to *Count H. Wedel-Jarlsberg* (p. lxxii).

The Ekeberg: By tramway from the Stor-Torv to *Oslo* (comp. Pl. C, D, E, 6, 5); by steamer from the Jernbanebrygge (Pl. D, E, 7) to *Kongshavn* or *Ormsund* (about 12 times daily); or by railway from the principal station to *Bækkelaget* (p. 75).

The **Ekeberg** (400 ft.), a wooded hill to the S. of *Oslo*, commands beautiful views. One of the finest points is a rocky knoll, immediately to the left of the Liabro road (which, with the railway, skirts the fjord), 1 Engl. M. to the S. of the Oslo tramway terminus. Near this point is the steamboat-station *Kongshavn*, not far from which is a 'giant's cauldron' or cave, named *Kong Kristian II.'s Hul.* — Another good point is reached thus: beyond the tramway terminus follow the main road for 8 min., turning to the left beyond the bridge; ascend the stony old road to the right for 12 min.; turn to the right and follow the new road for 4 min.; again go to the right, parallel with the slope next the town, pass the farm of *Ekeberg* (445 ft.), and follow a field-road towards the wood on the N.W. slope of the Ekeberg. After 5 min. we reach a fence and go to the right for a few hundred paces to a rocky platform affording a fine *View of the town and harbour. Then back to the farm of Ekeberg; follow the top of the hill towards the S. for 8 min., and then to the W. (10 min.) to the farm *Jomfrubraaten;* descend thence to the right to the (20 min.) above-mentioned Liabro road.

Frognersæter and Holmekollen: a walk of 7-8 hrs. or a drive of 5 hrs., there and back, including stay. Cab and pair to Holmekollen 8, to the Frognersæter 10 kr., there and back, including stay of 1 1/2 hr.; better carriages at the hotels 15-16 kr. — Cab with one horse as far as the road between Grimelund and Ris (in 3/4 hr.) 2, 2.80, 3.20, 3.60 kr., with two horses 3.20, 4.40, 4.80 kr., according to number of persons. From Grimelunds Grinden to the Frognersæter is a walk of 1 1/4 hr.

We leave Christiania by the Hægdehaugsvei (Pl. A, 5) or by the Ulevoldsvei (Pl. A, 3). The former leads by *Majorstuen* and *Borgen*, turns to the right about 2 1/2 M. from the Stortorv, and, 3/4 M. further, to the N. of the farm of *Grimelund*, joins the other route. The Ulevoldsvei, rather longer, leads past the foot of the hill on which stands *Vestre Akers Kirke*, past the lunatic asylum of *Gaustad*, which lies 3/4 M. higher, to the right, and below the farm of *Ris*. The actual ascent begins near the union of these two roads. A gate called *Grimelunds Grinden* leads into the wood, and there are several other gates farther on. At the *Svenstue*, an old cottage, we follow the road to the left. At this point begins the estate of the late Consul *T. J. Heftye* (d. 1886), which was purchased by the city of Christiania in 1889 for the sake of the Frognersæter and its famous view. About 5 min. farther we pass a small 'bauta' stone erected to Heftye 'by the youth of Christiania'. The road divides: the branch to the left leads to Holmekollen (see below), that to the right ascends past *Bakkene* to the Frognersæter (to which a path between the two roads also leads).

The ***Frognersæter** (1380 ft.), formerly Hr. Heftye's villa, now contains a collection of Norse antiquities (adm. 25 *ø*.). Refreshments at the adjoining outbuildings. The veranda below and the balcony of the upper floor command a beautiful view of Christiania and the fjord. One of the adjoining buildings is from the Hallingdal (16th cent.). — The view is still more extensive from a wooden scaffolding on the **Tryvandshøide** (1710 ft.), to which we ascend past the *Øvre Frognersæter* in 25 min. more. In clear weather we see the mountains of Telemarken to the N. (Gausta, p. 27), those of the Hallingdal to the N.W. (Norefjeld, p. 39), and the hills on the Swedish frontier to the E.

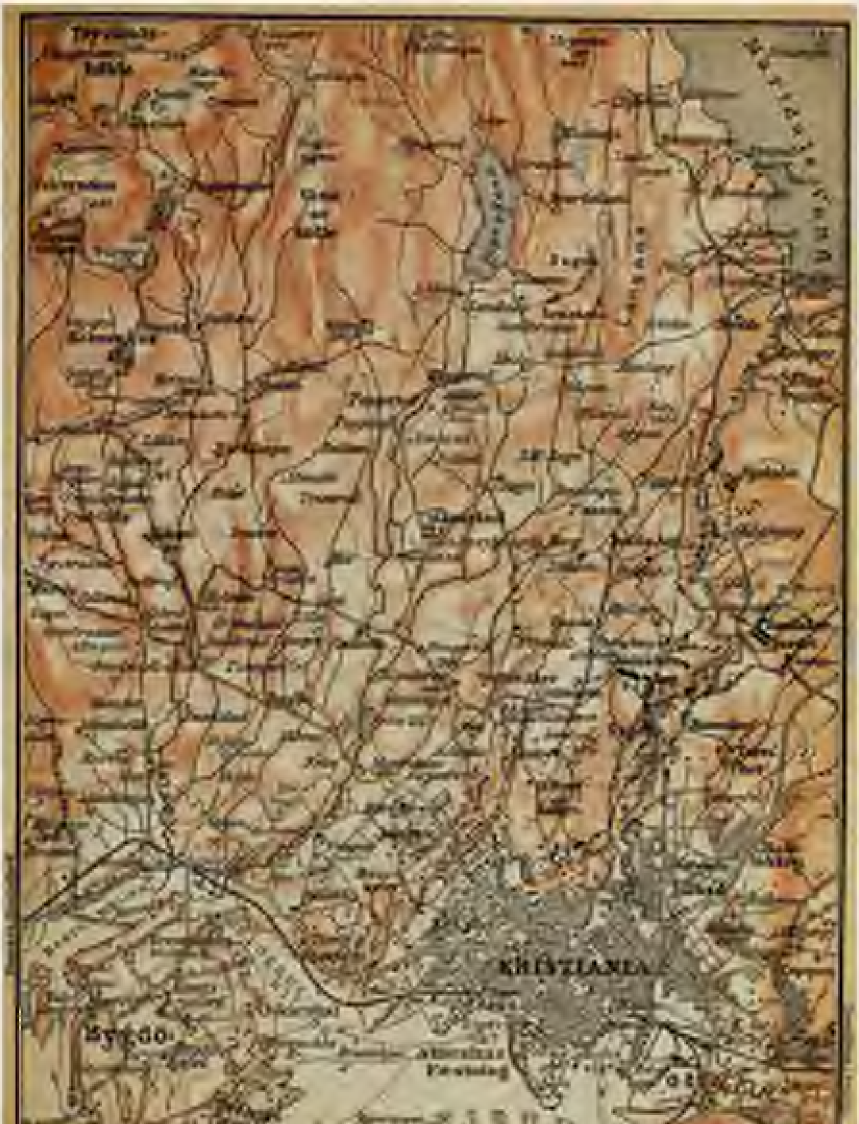
The *Maridalsvand*, 4 M. to the E. of the Tryvandshøide, supplies Christiania with water. About 2 M. to the S.W. lies the *Bogstadvand* (475 ft.), on which lies a farm of Baron Wedel-Jarlsberg. A road descends from Bogstad to Lysaker (p. 19).

The 'Keiser-Wilhelms Vei', a road opened on the occasion of Emp. William's visit in 1890, descends from the Frognersæter, with pleasant views to the S.W., to the (1/4 hr.) *Peisestue* (Refreshmts.), situated on the *Besserud-Tjern* (1015 ft.), an artificial lake, where a finger-post indicates the way to the view-tower on the **Holmekollen** or *Holmenaas* (1/4 hr.). Continuing to descend the road, we reach (10 min.) ***Holmenaasens Sanatorium** (957 ft.), a good hotel and restaurant which commands an even finer view of Christiania than the Frognersæter. The road descends, forming a long bend at first, by the hill of *Besserud* (486 ft.), *Øvre Holmen*, and *Smedstad* (233 ft.), to the first of the two roads mentioned above, which leads to Christiania by Borgen and Majorstuen.

Trips on the Fjord. Besides the steamers already mentioned, Nos. 93, 96, 97 in the 'Communicationer' afford pleasant trips. The *Bundefjord* is worthy of a visit.

3. From Christiania to the Randsfjord by Drammen and Hougsund.

142 Kil. Railway (*'Vestbane'*) to *Drammen* (Com. F), express in 1 1/2 hr. (fares 2 kr. 95 *ø*., 2 kr.), ordinary train in 2 1/4 hrs. (fares 2 kr. 40, 1 kr. 60 *ø*.); thence to *Randsfjord* (Com. I) three trains daily in 3-4 hrs. (fares 4 kr. 45, 2 kr. 60 *ø*.). Narrow-gauge line. Second and third class only. — The railway traverses beautiful scenery, particularly between Røken and Drammen and between Hougsund and Hønefos.


KRISTIANIA

KRISTIANIA-KONGS

BERG-RINGERIKE

Bragernaes-
Aasen
DRAMMEN

The train starts from the *Vest-Banegaard* at Christiania (Pl. B, 7; p. 8). The finest views are on the left. To the left we soon obtain a view of the beautiful Christiania Fjord and of the peninsula of Bygdø, with the white château of Oscarshall and numerous villas.

3 Kil. *Bygdø*, on the bay of *Frognerkilen*, is the station for Bygdø and Oscarshall (1 M.; see p. 16). About $1^1/_2$ M. distant is *Kastelbakken*, where snow-shoe races ('Skirend'; 'Skier', snow-shoes) take place in winter. — 6 Kil. *Lysaker*, at the mouth of the *Sørkedalselv*, descending from the Bogstadvand (p. 18).

To the right rises the porphyry range of the *Kolsaas* (1255 ft.; extensive view), the *Skougumsaas*, etc. The Silurian strata are here intersected by massive dykes of greenstone, especially near (10 Kil.) *Høvik*, where a dyke 2 ft. thick intersects the disintegrated slate. The train skirts the *Enger-Vand*, on the right.

13 Kil. **Sandviken** (*Harreschou*, well spoken of; *Skyds-Station*, near the railway-station), a beautifully situated village.

From Sandviken to Krogkleven and Hønefos, 43 Kil. — By early train from Christiania to Sandviken; thence by Skyds, ordered by telephone the day before (Tariff III), to *Sundvolden;* ascend the *Krogklev;* go on to Hønefos in the afternoon.

The road crosses the *Sandvikselv*, diverges to the right from the Drammen road, and gradually ascends on the bank of the stream, with the *Kolsaas* (see above) rising to the right. We next ascend the *Isidal*. The road becomes steeper. The highest point is 1070 ft. above the sea. To the left, far below, we survey the *Holsfjord*, the S.E. arm of the *Tyrifjord* (210 ft.). The road is hewn in the rock at places. Beyond a rocky gateway called *Skaret* our road joins the 'Svangstrandsvei' (p. 20) coming from Drammen and reaches the first station —

16 Kil. (pay for 22 Kil. in this direction) *Humledal*, finely situated high above the Holsfjord. Then a beautiful descent to the fjord, the bank of which we follow to —

13 Kil. **Sundvolden** (**Inn*, R. 1 kr. 20, B. 80, D. 1 kr. 60 ø.; not a skyds-station, but carriages for hire). From Sundvolden we ascend by a rough path (best in the morning, if the weather is clear; horse 2 kr. 40 ø.) to the ($1^1/_2$ hr.) ***Krogklev**, a rocky height (*Klev*, 'cliff'), on the old road to Christiania. Ascending through a romantic gorge, we first come to ($^3/_4$ hr.) *Klevstuen* (1245 ft.), a poor inn, 5 min. below which, to the N.W., is the *Dronningens Udsigt* (Queen's View). Continuing to ascend to the W., following the white crosses on the trees we next reach the (25-30 min.) **Kongens Udsigt* (King's View; 1455 ft. above the sea, 1240 ft. above the fjord) Beautiful view, embracing the Tyrifjord with its islands, the district of Ringerike, the Jonsknut near Kongsberg (p. 24), the Norefjeld to the N.W., and the Gausta (p. 27) to the W. in the distance.

The view from the **Gyrihaug** (2215 ft.; 4 M. to the N.E. of Sundvolden) is said to be even finer, but its ascent is more troublesome. It is generally made direct from Christiania, viâ *Bogstad* (p. 18) and the *Sørkedal*, where tolerable quarters may be found at *Lyse*. Descent through a narrow ravine to Sundvolden. — According to the legend the numerous islands in the Steensfjord are said to be stones once hurled by the giantess ('Gygr' or 'Gyvr') of the Gyrihaug at the church of Steen (see below), which missiles, however, including even one of her own legs, all came short of their aim and fell into the lake. Like the battle of the giants against Odin and Thor in the Edda, this legend is symbolical of the impotent wrath of the powers of nature against the advance of human culture.

The road to Hønefos crosses the *Krogsund*, which connects the Tyrifjord with the *Steensfjord*.

The next station, 16 Kil. from Humledal and 3 Kil. from Sundvolden, is **Vik** (travellers in the reverse direction may drive on to Sundvolden without change of horses). About 1/4 hr. further, on the right, are the ruined church of *Steen* and (a little farther on) the tumulus of King Halfdan the Black (d. 860). After another 1/4 hr. the road passes *Norderhovs Kirke* (375 ft.), in which Anna Kolbjørnsdatter is interred. She was the wife of the pastor of the place, and in 1716, while her husband was ill, succeeded by stratagem in betraying 600 Swedish invaders into the hands of her countrymen.

11 Kil. *Hønefos*, see p. 23.

The train to Drammen ascends through cuttings and two short tunnels to (15 Kil.) *Slæbende*, where horse-races are held in June, and (20 Kil.) *Hvalstad* (219 ft.), at the foot of the massive *Skougumsaas* (1130 ft.). It then crosses a wooden viaduct, 90 ft. high.

23 Kil. *Asker* (340 ft.). The train skirts the foot of the *Vardekolle* (1440 ft.), a granite peak rising to the S.W., and passes the small lakes *Bondivand* (325 ft.) and *Gjellumvand* (315 ft.). At the S. end of the latter is (29 Kil.) *Hæggedal*, beyond which we pass the base of the precipitous *Brejmaas*. Beyond (34 Kil.) *Røken* (435 ft.) the train turns abruptly to the W. Numerous cuttings.

Beyond a tunnel, 240 yds. long, a most picturesque and imposing *View of the Drammens-Fjord, the town of Drammen, and the fertile valley of the Lier is suddenly disclosed to the left. The road from Røken to Drammen descends at once to the fjord, while the railway passes through another tunnel and describes a long curve towards the N., descending gradually to the valley of *Lier* and the (46 Kil.) station of that name.

From Lier (skyds-station *Eikengen*) a pleasant route, with 'fast' skyds-stations, leads to the N., on the E. side of the valley, past the *Paradisbakker* and the *Engerfjeld*, to the *Holsfjord* (p. 19). 14 Kil. *Enger* (well spoken of). The road, now called **Svangstrands-Veien*, famed for its beauty, next ascends the *Burderaas* and leads high above the Holsfjord to (13 Kil.) *Humledal* (p. 19).

From Lier the train runs towards the S., through a fertile tract, to (51 Kil.) *Bragerø*, the E. end of *Drammen (Bragernæs)*, and crosses the *Drammens-Elv*, and the island of *Møllerholm* or *Hol-*

men with its timber-yards, to the *Tangen* and *Strømsø* quarters, on the S. bank of the river.

53 Kil. **Drammen** (*comp. Plan*, p. 19). — The Station (*Restaurant) is close by the bridge. Drammen is the junction for *Hougsund* (change carriages; p. 22) and for *Laurvik* and *Skien* (p. 33).

Hotels. In *Strømsø:* *Central Hotel, opposite the station, entrance in a side-street, R. 2, L. 1/2, B. 1, D. 2 kr.; Britannia, in the Frem-Gade, leading E. to Tangen. — In *Bragernæs:* Hotel Kong Carl, Stor-Gade, near the market-place.

Cab with one horse, for 1 person 40 ø. per drive; with two horses for 2 persons 60 ø. — Omnibus from Bragernæs-Torvet to Tangen.

Baths: *Sommerfryd-Badeanstalt*, on the E. side of Bragernæs, at the end of Erik-Børresens-Gaden, near the fire-engine station; *River Baths (Strømbad)* at Bragernaes.

British Vice-Consul, Mr. Karl Gram.

Steamboats to Holmestrand (p. 33) daily except Sun. (Com. 208); to Christiania 4 times a week (Com. 143); besides many others.

Drammen, with 20,600 inhab., situated on both banks of the Drammenselv, consists of *Bragernæs* on the N. bank (rebuilt after its almost total destruction by fire in 1866), *Strømsø* on the S. side (which suffered severely from fires in 1870 and 1880), and *Tangen* to the S.E. The situation of Drammen on the estuary of the river, between lofty hills, is very picturesque. The trade of the place is considerable, consisting chiefly in the export of timber (annual value over 5,000,000 kr.), and of zinc and nickel from Skouger and Ringerike. The commercial fleet of Drammen is one of the largest in Norway (over 200 sailing-vessels and steamers). Sea-going vessels are berthed at the stone quays of Bragernæs.

Close to the railway-station a *Timber Bridge* crosses the Drammenselv, connecting Strømsø and Bragernæs, and affording a pleasant and cool promenade in hot weather. The Brandposten (see below), with its two flagstaffs, is conspicuous on the hill to the right. The bridge leads to the *Bragernæs-Torv*, in which, to the right, are the *Exchange* (with the *Post and Telegraph Offices*, entrance in the Stor-Gade), and facing us the *Raadhus* and *Byret* (court-house), with the inscription *Ret og Sandhed* ('justice and truth'). Ascending straight on, between the two small towers of the Kirke-Gade, we reach the conspicuous Bragernæs Church, a handsome Gothic brick edifice by *Nordgrén*, built in 1866-71. It contains a Resurrection by *Tidemand* (d. 1876), and an Angel over the font by *Borch*. (The 'Kirketjener' lives in the one-storied white wooden house opposite the sacristy, to the left.)

To the E. of Bragernæs church we reach (12-15 min.) the *Brandposten, one of the finest points of view near Drammen, affording an extensive survey of Tangen, Strømsø, and Bragernæs, of the island of Holmen, the valley of the Drammenselv, and the fjord. The veranda of the watchman's house is open to the public.

The road ascends hence to the (35-40 min.) *Klopkjærn* (755 ft.), a sequestered lake in the midst of wood, which supplies the town with good water. Refreshments at the small house. A path ascends to the right in 5 min. to *Prinds Oscars Udsigt*, overlooking the Lierdal and the fjord.

A promenade ('Oscarsstien') connects the Klopkjærn with several fine points of view on the slopes of the *Bragernæsaas, which may also be reached direct from Bragernæs in 35-40 min. by a zigzag road, with numerous benches ('Albumstien'). The views embrace the town and fjord, the valley up to Hougsund, etc. The finest points, *Toppen*, *Furulund*, and **Breidablik*, are marked on the plan. The last affords the best view up the valley, most striking at sunset.

Another fine point of view is the *Störstenfjeld* (1750 ft.), 8 M. to the N. of Drammen, also ascended from Lier (p. 20).

The Randsfjord Railway (carriages usually changed at Drammen; best views to the right) ascends the broad valley of the Drammenselv. 56 Kil. *Gulskog;* 64 Kil. *Mjøndalen.*

70 Kil. **Hougsund** (**Rail. Restaurant*), junction for *Kongsberg* (p. 24; change carriages). To the W. rises the *Jonsknut* (p. 24). Near Hougsund is the *Hellefos*, a fall of the Drammenselv, with salmon-fishery.

The Randsfjord train turns to the N. and continues to ascend the Drammenselv. Beautiful scenery. Views on both sides. Several fine waterfalls. 75 Kil. *Burud.* Beyond (80 Kil.) *Skotselven* the train crosses the Drammenselv, which here forms the *Døviksfos.* 86 Kil. **Aamot**, on the left bank of the river. On the opposite bank are seen the waterfall of the *Simoa*, descending from the Sigdal, and the *Nykirke.* Scenery at this point remarkably fine. A little farther on is the influx of the *Snarums-Elv*, descending from Lake Krøderen and the Hallingdal. The train recrosses to the right bank. 92 Kil. *Gjethus*, near the *Gravfos*, with a large paper-mill. Pretty walk hence to the *Hirsdal* with the *St. Olafs-gryder*, large giants' cauldrons.

96 Kil. **Vikersund,** junction for *Lake Krøderen* (p. 39), lies at the efflux of the Drammenselv from the *Tyrifjord.* A bridge crosses the river to the church of *Heggen.* Thence to the Holsfjord, see p. 20.

To the W. of Vikersund (carriages at the station, or at the neighbouring posting-station *Krona*) lies (4 Kil.) **St. Olafs-Bad**, a favourite watering-place, with a chalybeate spring, mud-baths, inhaling-apparatus, and other appliances (pension, including baths, medical advice, etc., from 6 kr. upwards). Beautiful walks in the neighbouring woods, with views of Ringerike and the Tyrifjord, also to the *Kaggefos* and other falls of the Snarumselv. This district is the scene of many traditions of St. Olaf. About 5 Kil. to the W. are the *Cobalt Mines of Modum*, worked by a German company, and the *Haugsfos.*

The train skirts the W. bank of the *Tyrifjord*, of which it affords beautiful views to the right. The wooded hills opposite are the *Krogskog* (with the *Krogklev*, p. 19) and the *Gyrihaug* (p. 20). 105 Kil. *Nakkerud.* 111 Kil. **Skjærdalen,** with several saw-mills. Near it is *Ringerikes Nikkelverk.* 118 Kil. *Ask.* The train now quits the Tyrifjord.

124 Kil. **Hønefos** (**Glatved's Hotel*, with a garden, pleasantly situated on the river in the N. part of the town, R. 2, D. 2, B. 1 kr. 20 ø.; *Jernbane Hotel*, near the station; *Skyds-Station*, in the S. part of the town), a small town with 1480 inhab., lies at the confluence of the *Bægna* or *Aadals-Elv*, which descends from Lake Spirillen, and the *Randselv*, coming from the Randsfjord. These rivers form the *Storelv*, which falls into the Tyrifjord, and afterwards emerges from it under the name of Drammenselv.

The Bægna-Elv, the larger of the two rivers, forms a waterfall and a cataract, close to the town, which are together known as the **Hønefos*. Though of no great height, these falls present an imposing appearance, especially in May and June, during the melting of the snow. A fine view of the falls and the environs is afforded by the bridge crossing the fall above the town, near the station, and by the two bridges within the town close to the falls. A number of flour-mills and saw-mills are driven by the falls. A channel on the left bank of the N. fall, which conveys the timber to the mills, is worth seeing. A road on the left bank of the Aadalselv leads in 1 hr. to the *Hofsfos*, another cascade, close to the railway to Heen.

Travellers on their way to Valders, who have left Christiania by the first train, have time to alight at Hønefos, see the falls, walk in about $1^1/_2$ hr. to Heen (see below), and there catch the Spirillen steamboat. They should, however, consult the Communicationer and take a guide.

The ***Ringkollen** (2265 ft.), 5 M. to the E. of Hønefos, is a beautiful point of view. To reach it we drive (in about 1 hr.) to *Gjermundbo*, and ascend thence on foot or on horseback with a guide in $1^1/_2$ hr. (Halfway up is the *Gjermundsæter*, with a tourists' hut containing two beds.)

From Hønefos to (14 Kil.) *Sundvolden*, from which we may ascend *Krogkleven*, see p. 19; carrioles may be ordered at the hotels.

From the station the Hønefos is seen from above, but not to advantage. The train ascends the course of the Bægna and crosses it.

131 Kil. **Heen** or *Hen (Heen's Hotel; Skovheim)* is a skyds-station. — To *Lake Spirillen*, see p. 44.

Turning to the E., the train skirts the *Højaas* (1490 ft.) and the *Askelihoug* (1410 ft.), traversing a sequestered wooded district.

142 Kil. **Randsfjord Station** *(*Inn)*, see p. 46.

4. From *(Christiania)* Hougsund to Kongsberg and the Rjukanfos.

From Hougsund to *Kongsberg*, 23 Kil., Railway (Com. K) in $1^1/_3$ hr. (fares 1 kr. 45, 80 ø.). — From Kongsberg to *Tinoset*, 50 or 60 Kil. according to route, by Carriage in 10 hrs. (or drive to Bolkesjø only, $4\text{-}4^1/_2$ hrs., then row across the Folsjø, and walk to Tinoset, 5 hrs.). — From Tinoset to *Strand*, 30 Kil., Steamboat in summer daily except Sun. in $2^3/_4$ hrs. (Com. 334; fare 2 kr.; extra-trips 36 kr. for 9 pers.; 2 kr. for each pers. more). — From Strand to the *Rjukanfos:* a drive of 3 hrs. to (22 Kil.) Vaaer (carriole 3.60, there and back 5.40; stolkjærre 5.40 or 8.10; carr. and pair for 2-4 pers., there and back, 12, 16, or 18 kr., and 2.18 more if a night is spent out). Walk thence of $^3/_4$ hr. to the fall.

From Christiania to *Hougsund*, see pp. 19-22. The Kongsberg train (finest views to the left) first stops at —

5 Kil. *Vestfossen*, with several factories, near the beautiful *Ekersjø* or *Fiskumvand* (60 ft.), bounded by lofty mountains on the E. side. 11 Kil. *Darbo*. 15 Kil. *Krekling*, where the slate-formation predominates. Farther on we obtain a fine view of the mountains towards the S. At (22 Kil.) *Skollenborg* (540 ft.) sandstone appears and the country becomes sterile. The *Labrofos* (see below) is 3/4 M. to the S.W. To the left rises the *Skrimsfjeld* (see below). The train approaches the *Laagen*, which forms a waterfall.

28 Kil. **Kongsberg**. — **Hotels.** Victoria, far from the station, in the W. part of the town, on the right bank, R. & L. 2 kr., A. 40, B. 80 ø.; Britannia, on the left bank, near the station, well spoken of; Norbye's Privat-Hotel. All three often crowded in summer.

Carriages to *Tinoset:* Carriole for 1 pers. 15, there and back 23 kr. 46 ø.; carriage and pair for 2 pers. 30 or 49 kr. 68 ø., for 3 pers. 36 or 62½ kr.; for stay at Tinoset of more than one night, 4 kr. extra per horse for each day. To *Bolkesjø* or *Hitterdal*, carriole 8 kr. 12, carriage and pair for 2 pers. 12 kr. 96, for 3 pers. 16 kr. 20 ø.

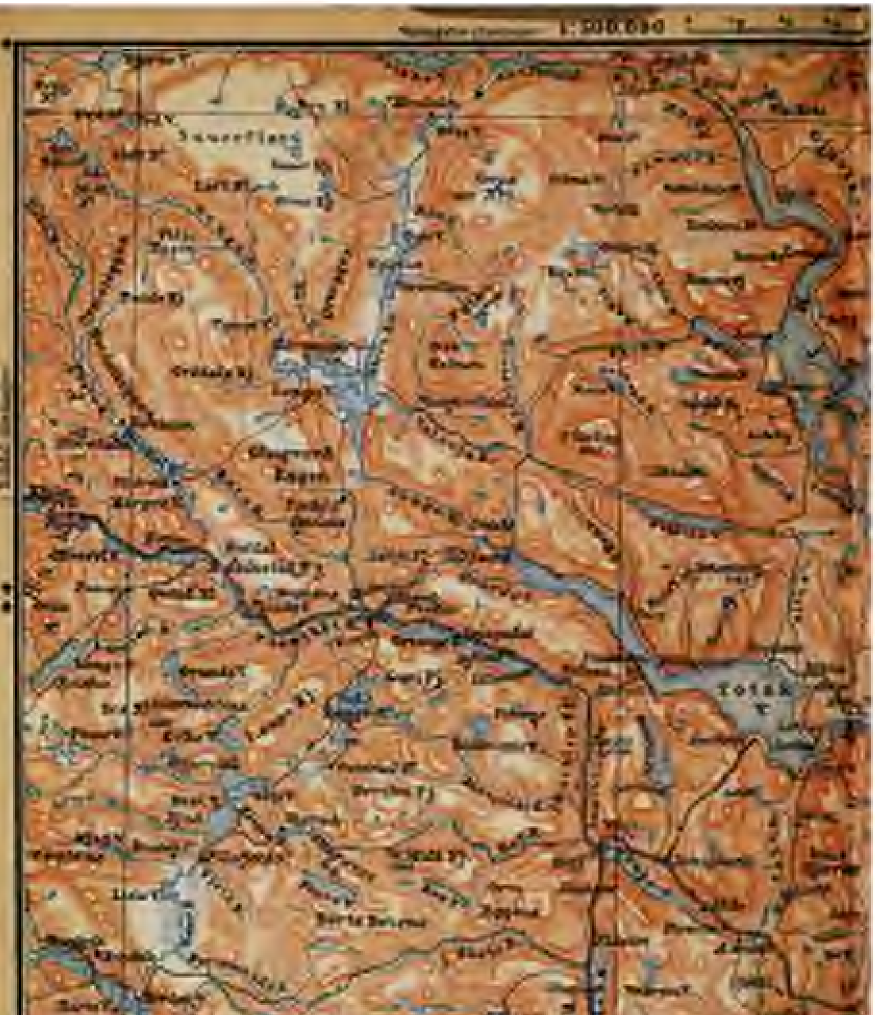
Kongsberg (490 ft.), an uninviting but not unpicturesque town, on the *Laagen* or *Laugen*, in the S. part of the *Numedal* (p. 28), contains 5250 inhab. (only half its former population), who are almost all dependent on the mines. Most of the houses are timber-built, but the large *Church* of the 18th cent. and the *Raadhus* are of stone. The town owes its origin to the *Silver Mines* in the vicinity, and was founded in 1624 in the reign of Christian IV. In the town are situated the *Smeltehytte*, or smelting-works, where specimens of the ore may be purchased, the *Mynt* (mint), and a government *Vaabenfabrik* (weapon-factory), the last of which is near the Hammerfos. The rapid Laagen is crossed by two bridges. A monument to Christian IV. was erected here in 1883.

The Silver Mines of Kongsberg, the property of government, now yielding 5½-7 tons annually, are about 4 M. to the W. of the town. They were discovered in 1623 and have been worked with varying success. Of 130 mines opened since the discovery of the ore, seven only are now worked, and four only are of any importance, viz. the *Kongens-Grube*, *Gottes-Hülfe*, *Armen-Grube*, and *Haus-Sachsen* (greatest depth about 1400 ft.). Besides the shafts descending to these mines there are two level adits, the *Fredriks-Stollen* and the *Christians-Stollen*, entering them from the hill-side, the latter being 300 ft. below the other. The veins of native silver are mingled with sulphuret of silver and copper-pyrites, occurring generally in layers of calcareous spar. — Permission to see the mines is obtained at the offices in the market-place, but the visit hardly repays the fatigue (guide 2 kr.).

The **Jonsknut** (2950 ft.), which rises about 2½ M. to the W. of the mines, commands an extensive view of Telemarken. It is ascended from Kongsberg in 4 hrs. (there and back 6 hrs.). A path indicated by red and white marks leads from the Jonsknut, by the *Li-Sæter*, the *Nor-Sæter*, and the *Selsli-Sæter*, to (7 hrs.) Bolkesjø (p. 25). — About 10 M. S. of Kongsberg rises the *Skrimsfjeld* (2946 ft.), another point of view.

About 3 M. below the town the Laagen forms the **Labrofos**, a fine waterfall, 140 ft. in height, which deserves a visit. — Another fall of the same river is the *Hvitingfos*, 12 M. further distant on the Laurvik road.

From Kongsberg to Tinoset there are two roads, the shorter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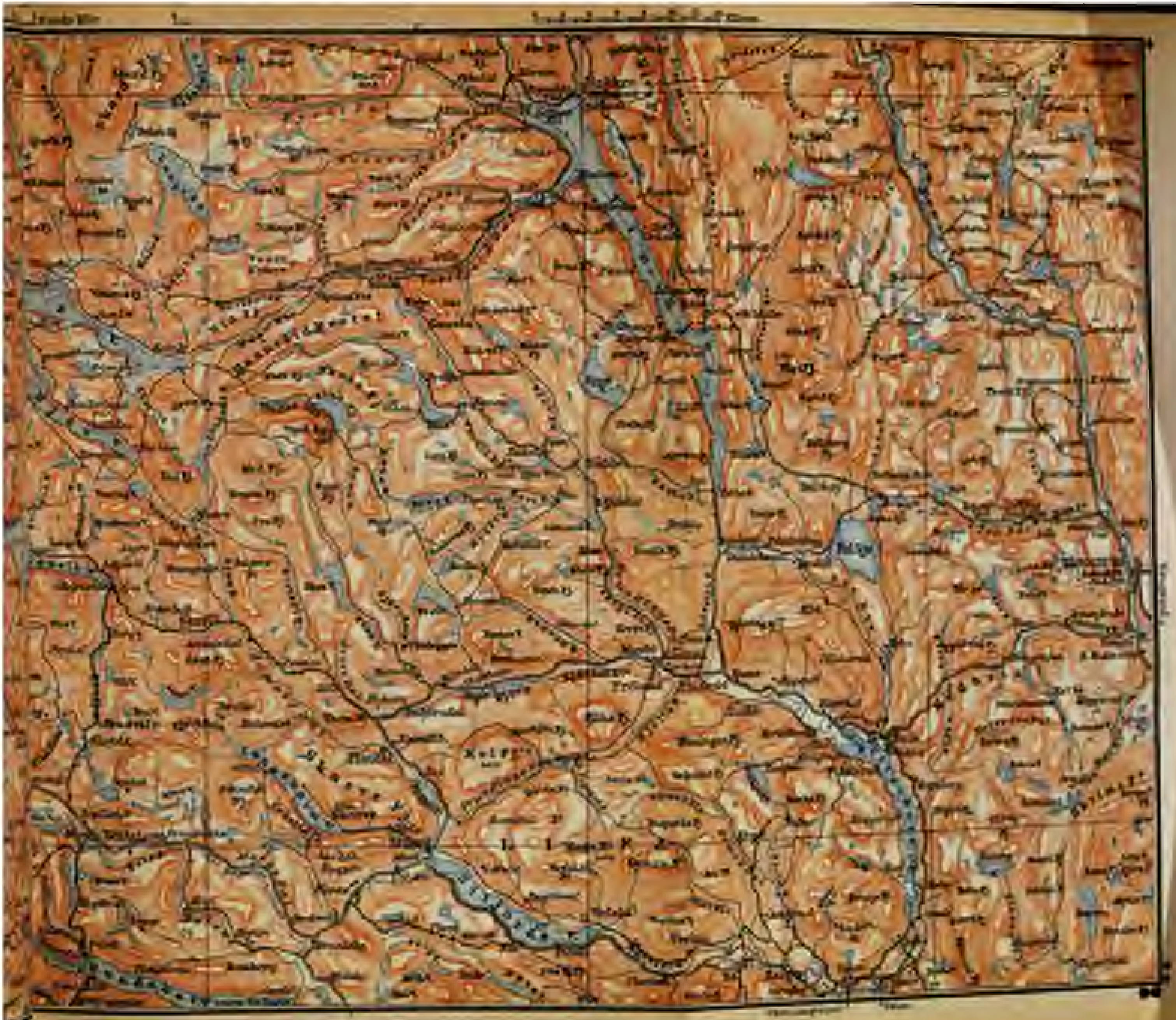


and more picturesque, but rougher, viâ Bolkesjø (no Skyds), and the high-road viâ Hitterdal.

a. Via Bolkesjø. We follow the road ascending the Numedal on the right bank of the Laagen for 4 Kil. (p. 28), turn to the left into the *Jondal*, and ascend through the pines on the right bank of the *Jondals-Elv*. Farther on we cross to the left bank. After about 4 hrs. (including a short rest) we reach the culminating point of the route (1825 ft.), where we obtain a magnificent view of the mountains of Telemarken, the most conspicuous being the Lifjeld (p. 30) and the Gausta (p. 27), appearing from this point like a blunted cone. Near Bolkesjø the landscape becomes more smiling, the foreground being formed by the *Bolkesjø* (1030 ft.) and the larger *Folsjø* (710 ft.).

28 Kil. (from Kongsberg) **Bolkesjø** (1285 ft.; *Hotel and Sanatorium*, R. 2, B. 1, D. 2, S. 1 kr.). — [Walkers may cross the Bolkesjø by boat, descend to the Folsjø and row across it to Vik ($1^1/_2$ hr.; fare from 1 kr. 20 to 2 kr. 25 ø. for 1-4 pers.), and walk thence to ($3^1/_2$ hrs.) Tinoset.]

Beyond Bolkesjø the road leads through wood, high up on the N.W. bank of the *Folsjø*, commanding views of the *Bleifjeld* (4490 ft.) to the right. At the W. end of the lake lie the houses of *Vik*, $1^1/_4$ hr.'s drive from Bolkesjø. The road descends to the *Tin-Elv*, and crosses it near the church of *Grandsherred*. About 5 min. later ($1^1/_4$ hr.'s drive from Vik) we reach the high-road described below, on which a drive of 35 min. to the N. brings us to Tinoset.

b. Viâ Hitterdal. The road at first runs towards the S., but after 4 Kil. turns to the W. into the valley of the *Kobberbergs-Elv*. To the right rises the *Jonsknut* (p. 24). The road gradually ascends the wooded *Meheia* and after 2-$2^1/_2$ hrs. reaches *Jerngruben* (tolerable inn; 1330 ft.), where the horses are usually rested for an hour. The road continues to ascend for some distance, and then traverses the plateau (1450 ft.) in numerous undulations. On emerging from the forest it descends into the Hitterdal, commanding a beautiful view: in front the mountains of Telemarken, the *Himingen* (3450 ft.; p. 30) and the *Hæksfjeld*, to the left the Hitterdalsvand. Our road unites with that coming from Skien and skirting the E. bank of the *Hitterdalsvand* (p. 36).

28 Kil. (pay for 36) **Notodden** (*Hotel Furuheim*, kept by J. G. Thomassen, R. 2, D. 2, S. 1 kr., B. 80 ø.; horses obtainable; *Victoria*, with the skyds-station, $^3/_4$ M. distant, near the pier of the Hitterdal steamers, p. 36), near the N. end of the Hitterdalsvand. The drive from Kongsberg to Notodden takes $4^1/_2$ hrs., in the reverse direction at least $5^1/_2$ hrs. The horses are rested here 2 hrs.

The road now crosses the *Tin-Elv*. About 5 min. above the bridge the river forms the beautiful ***Tinfos**, which is best surveyed from the adjoining mill. The road, now almost level, ascends the valley, passing *Lysthus.* About 6 Kil. from Notodden, on the right, rises —

***Hitterdals Kirke,** a grotesque-looking church, the largest of the fifteen mediæval Norwegian 'Stavekirker' or timber-built churches which are still preserved. The architecture and ornamentation of these singular churches date as far back as the 12th cent., the plan corresponding, so far as the difference of material allows, to that of Anglo-Norman churches of the same period. To the body of the church, nearly square in form, is added a square choir terminating in a semicircle. The broad and lofty nave is separated from the low aisles by means of wooden columns. Over the gable-end of the nave rises a square tower, which also has a gabled roof and terminates in a slender spire. The ornamentation of these gables resembles that of the prow of a ship. The roof of the choir is lower and is adorned with round turrets. Round the whole of the outside of the building runs a low arcade *(Lop)*, probably added as a shelter for the congregation in bad weather before or after the service; the lower part is closed, while the upper part is open and borne by small columns. The capitals of the columns, the doors and door-frames, and other suitable parts of the edifice are embellished with elaborate and fantastic carvings, representing entwined dragons, intermixed with foliage and figures. The projections from the ridges of the roof and gables are also carved in grotesque forms. The church has suffered greatly from unskilful restoration in 1850. The key ('Nøglen') is obtained at the parsonage, opposite the entrance to the church.

The road continues tolerably level. The gaards of *Bamle* and *Kaasa* are passed. To the left the Himingen and the Hæksfjeld remain conspicuous. To the right rises the *Kjøivingfjeld* (2265 ft.), which our road skirts towards the N., while the road to *Løvheim* (p. 30) diverges to the left. We ascend the course of the *Ørvælla*, a stream which has forced its way through huge masses of debris, now overgrown with pines and firs, and cross it several times. At the 'Plads' *Bakken*, about 21 Kil. from Notodden, the horses are rested. The road from Grandsherred and Bolkesjø (p. 25) joins ours on the right, 5 Kil. farther on. After 5 Kil. more we reach —

32 Kil. **Tinōset** (*Kaali's Inn*, at the pier, tolerable, often full, R. 1 kr. 20, B. 80, D. 1 kr. 50 ø., S. 1 kr.), a group of houses at the S. end of the **Tinsjø** (615 ft.), a lake about 22 Engl. M. long and 1-1½ M. in width. A small screw-steamboat ('Gausta') plies on the lake daily (see p. 23) between Tinoset and *Sigurdsrud* at the N. end. Small boat to Strand 13 kr. 60 ø. (not recommended).

The Tinsjø resembles the Spirillen, but its banks are lower. The steamer calls at *Sanden* (on the left) and *Hovin* (on the right), and at several other stations. The finest point in the landscape is the *Haakenæsfjeld*, which the steamer skirts. Beyond it, 2¾ hrs. from Tinoset, we reach —

Strand (*Fagerstrand's Hotel*, at the pier, R. $1^1/_2$, D. 2, S. 1 kr., B. 80 ø.; *Ørnæs Hotel; Framnæs Hotel*), near the church of *Mæl*, at the mouth of the *Maan-Elv*.

The good, and for the first 18 Kil. tolerably level, road (carriages p. 23) ascends the beautiful *Vestfjord-Dal*, on the left bank of the Maan-Elv. To the right opens the *Haakedal*. The imposing Gausta soon becomes visible on the left. In 1 hr. we reach (9 Kil.) *Nyland* (small *Inn), the station for the ascent of the **Gausta** (6180 ft.; view disappointing), the highest mountain in S. Norway (ascent 6, descent 4 hrs.; guide 6 kr.; the night may be spent at the sæter of *Svineroi*, 3 hrs. from Nyland). We pass (3 Kil.) the straggling village of *Dale* (no inn), at the foot of the Gausta. (From Dale to Mosebø and Løvheim, see p. 30.) About 6 Kil. farther the road becomes steeper and ascends the left side of the beautiful valley. Grand view of the Gausta, as we look back. We alight at —

4 Kil. *Vaaer*, or *Vaa*, a small hamlet (no inn), 22 Kil. from Strand (a drive of 3-$3^1/_2$ hrs.). A steep path (guide unnecessary) ascends hence to ($^3/_4$ hr.) *Krokan* (2300 ft.; *Inn of the Turistforening, small and often full, R. 1 kr. 60 ø., S. 2, B. 1 kr. 20), about 250 paces beyond which, passing a memorial-stone of Consul Heftye, we reach the point where the magnificent ***Rjukanfos** ('reeking' or 'foaming fall') bursts upon the view. The waterfall, formed by the copious Maan-Elv, is about 800 ft. in height. The scene is stupendous in the early summer, when the river is swollen with melted snow. The adjuncts of the fall are also very picturesque. Our point of view is 500 yds. from the fall, but it is not advisable to approach nearer, as some of the projecting rocks are not very secure. A well-defined path (rather slippery in wet weather), which the traveller should not quit, descends into the valley (10 min.), affording a view of the fall from below.

From the Rjukanfos to the Hardanger Fjord: two routes, one to Odde, another to Eidfjord; the former is preferable, but both are fatiguing and should not be attempted before July. Guide at Krokan (bargain advisable).

To Odde, 4-5 days: — 1st Day. From Krokan a steep ascent, following the upper course of the Maanelv, by a fatiguing path, often through snow in the early summer, to (4 hrs.) *Holvik* (tolerable inn), on the *Mjøsvand* (2945 ft.), a lake 22 M. long and 1-$2^1/_2$ broad. To the W. rise the huge *Raulandsfjeld* (5175 ft.) and the *Teseggen*. The lake is then crossed by boat, passing *Mjøsstranden*, to ($3^1/_2$ hrs.) the W. bank, whence a path, rough and marshy at places, and crossing the *Bitdalselv*, leads in 6 hrs. to *Rauland* (Inn, tolerable), or to *Berge* (Inn, fair), a little farther on, both on the N. bank of the *Totakvand* (2230 ft.). [A rough and marshy bridle-path leads direct from Holvik to Berge in 7-8 hrs.; or we may row from Holvik to *Erlandsgaard* in $1^1/_4$ hr., walk to *Gibøen* in $2^1/_2$ hrs. by a path indicated by marks, cross the S. arm of the Mjøsvand in $^1/_2$ hr., and walk to Berge, passing the handsome gaard of *Gjuveland*, in 5 hrs.] — 2nd Day. Row (each pers. 1 kr.) from Rauland or from Berge in 1 hr. to *Kostveit* on the S. bank; ride or drive thence in $2^1/_2$ hrs. to (14 Kil.) *Jamsgaard i Vinje*, and thence to (4 Kil.) *Heggestøl*, *Botten*, and *Haukeli* (see p. 32). [Or we may row from Berge or Rauland to *Brunelid* in 2 hrs. (3-4 kr.), ascend through the steep *Grungedalsbygd* to *Nylænd* (p. 31) in $3^1/_2$ hrs., and go on thence to *Haukeli*.] From Haukeli to Odde (two days), see p. 32.

To the Vøringsfos and Eidfjord, 3-4 days, for walkers only: — 1st Day. From Krokan to Holvik (see above) in 4 hrs.; row thence in 3½ hrs. to *Mjøsstrand*, and in 3½-4 hrs. more to the N. end of the lake; walk in ½ hr. to *Mogen* (poor quarters). — 2nd Day (with guide to Eidfjord, 16 kr.). The path ascends N.W. to the (6 Kil.) *Gjuvsjø*, abounding in fish, passes several small tarns on the left, and crosses (9 Kil.) the *Gjuvaa* or *Skvætta*. It next passes three mountain-lakes, where the soil is boggy and the scenery desolate. The *Fjeldsjø* remains to the left, the *Lakensjø* and the large *Nordmandslaagen* (4155 ft.; refuge-hut) to the right. Lastly we cross the *Bessaelv*, a considerable stream which falls into the Normandslaagen, and soon reach (after a laborious walk of 12-13 hrs. in all) the stone hut of *Bessabu* (very poor quarters). — 3rd Day. Over the wild and bleak *Hardanger Vidda* to (25 Kil.) *Bærrastølen* in 5-6 hrs., whence a good path leads in 2 hrs. to the (9 Kil.) *Vøringsfos* (p. 102), near which is the gaard *Høl*, where the night may be spent. From Høl to *Eidfjord* 3½-4 hrs.

From Kongsberg to the Hardanger Fjord through the Numedal.

4-5 Days. Of the three great routes (comp. pp. 44, 53) leading from E. Norway across the Fjeld to the W. coast, this is the least attractive. The inhabitants, however, are interesting, as they have retained more of their primitive characteristics and traditions than those of Valders or the Hallingdal.

A Carriage-Road with fast stations leads through the Numedal to *Brøsterud* in the *Opdal* (123 Kil.), from which driving is also practicable to *Floten*, 11 Kil. farther, beyond which the traveller must ride or walk.

The road follows the right bank of the *Laagen*, which descends from the *Nordmandslaagen* in Hardanger (see above). Scenery rather monotonous.

17 Kil. *Svennesund.* Farther on we pass the church of *Flesberg*, on the left bank of the Laagen. 14 Kil. *Søndre Flesberg;* 16 Kil. *Alfstad* (good quarters); 17 Kil. *Helle*, near the S. end of the *Kravik-Fjord* (868 ft.). The scenery improves. The road runs for 22 Kil. along the bank of the *Kravikfjord* and *Norefjord*, which had better be traversed by boat, and passes many thriving farm-houses. One of the old buildings of *Gaard Kravik* is said to date from the 12th century. The *Nore-Kirke*, on the W. bank of the Norefjord, an old timber-built church now doomed to demolition, contains curious paintings and inscriptions. — The *Eidsfjeld* (4940 ft.; guide, Elling Vaale of Brobakken, 4 kr.), rising to the S., may be ascended from Nore in one day.

27 Kil. **Skjønne** (920 ft.; good quarters).

From Skjønne across the Fjeld to *Hol* in the Hallingdal, 1½-2 days. The bridle-path ascends rather steeply, skirting the Laagen, which rushes through its channel far below, and passing the *Øygaarde*, to the (11 Kil.) S. end of the *Tunhøvd-Fjord* (2625 ft.). At *Haga* we take a boat and ascend the lake, being towed through several rapids, to the (18 Kil.) N. end. Then a steep ascent to *Tunhøvd*, a hill-farm (good quarters). Next day we cross monotonous 'Heier' (barren heights), skirting the *Rødungsvand* (2810 ft.) and the base of the *Sangerfjeld* (3900 ft.), and passing several sæters, to *Hol* (p. 43).

Beyond Skjønne the road turns to the W. into the *Opdal*, and the scenery becomes very picturesque. Within the next 8 Kil. the road ascends 600 ft. to the *Fennebufjord* (1525 ft.), at the W. end of which is (11 Kil.) *Liverud.* Thence to (21 Kil.) *Brøsterud* (2625 ft.)

a continuous and rather monotonous ascent. Quarters may also be had at *Nørstebø*, a little higher up.

From Brøsterud to *Hol* in the Hallingdal a mountain-path leads in 1-1½ days. It ascends past the *Vass* and *Høfde* sæters in 4 hrs. to (17 Kil.) *Aasberg* (quarters and horses at Gunnar Aaasberg's and Halvor Kjønaas's) in *Dagalid* (2750 ft.). The hill which we have first to cross (3960 ft.) commands a view, to the N.W., of the Hallingskarv (5735 ft.) and the whole of the Jotunheim chain (p. 134). We again cross the Fjeld to the *Skurdal* (10 Kil.; 2740 ft.; quarters at *Guttormsgaard*), and then another height by a road to the (17 Kil.) *Ustadal* (quarters at *Jeilo* and *Tufto*); lastly past several farms to *Hammersbøen* and *Hol* (p. 43).

For the route across the mountain '*Vidda*' ('width', or 'expanse') to the Hardanger (100 Kil., two days at least) a guide should be engaged lower down the valley (12 kr.), and a supply of provisions obtained. The route starts from the *Floten* farm (2390 ft.), 2½ Kil. N.W. of Brøsterud (good quarters), at first follows the sæter-path, and then traverses a lofty plateau (4000 ft.) commanding an extensive view in every direction. It passes the S. side of the *Solheimsfjeld*, the *Skarsvand*, and the *Ylgelidbjergetsæter*, near which a tourists' hut was erected in 1891, and then leads round the *Høljebrøtefjeld* to the *Gjetsjø*, where the *Laagen* is crossed by boat. We next go either direct along the *Store Nordmandsslæbet* to the *Holmetjern* (see below), and pass the night in one of the fishermen's huts on the Gjetsjø (indifferent quarters), or to *Hansbu* (3380 ft.), a fisherman's hut at the E. end of the *Langesjø* (3990 ft.; 45 Kil. from Floten), near which a second tourists' hut was opened in 1892. — Next morning our route leads round the *Rødhellerfjeld* (4690 ft.) to the N.W. to the *Holmetjern*, and then, crossing the boundary between the Numedal and the Hallingdal, and skirting the *Svinta*, reaches the *Nybu-Sætre* (3600 ft.), on the *Nybusjø*, the first on the W. side of the fjeld (*Vestenfjeldske Norge*). Beyond this we generally follow the course of the *Bjøreia*, which lower down forms the Vøringsfos (p. 102), and cross patches of snow, brooks, and marshes. The path is marked by 'Varder', or signals, as far as *Storlien;* thence to *Maursæt* (2370 ft.) and the gaard of *Høl* it cannot be mistaken (comp. p. 102).

5. From Christiania to Odde on the Hardanger Fjord. Telemarken.

Comp. the Maps, pp. 24, 98.

Telemarken, one of the most picturesque districts in S. Norway, extending from the vicinity of Kongsberg on the E. to the Haukeli-Sæter on the W., and from Kragerø on the S. to the Hardanger Vidda on the N., contains several beautiful lakes, a number of fine waterfalls, and much wild mountain-scenery. Many of the lakes afford excellent trout-fishing, and some of the mountains and forests afford good shooting. The following description embraces the two chief routes through the district from E. to W. The above R. 4 also traverses part of Telemarken.

a. Viâ Kongsberg.

393 Kil. Railway to *Kongsberg*, 98 Kil., see RR. 3, 4; carriage-road thence to *Odde*, with fast stations, 295 Kil. (Tariff III).

This route may easily be accomplished in 4-5 days, but 8-10 days should, if possible, be devoted to it. Travellers by this route, desirous of seeing the Rjukanfos and of avoiding the rough route thence to Odde (p. 27) may visit the waterfall from Hitterdal, returning by the same route, in 2 days. The direct route may be divided into the following stages: — 1st Day. Early train to *Kongsberg* (arr. about noon); drive to *Løvheim* in 8-9 hrs. — 2nd Day. Drive to *Mogen* in 10-12 hrs. — 3rd Day. Drive to *Haukeli* in 12 hrs. — 4th Day. Drive to *Røldal* in 4 hrs., and either go on the same day to *Odde*, or — 5th Day. Drive to *Odde* in 9-10 hrs.

From Christiania to *Kongsberg*, and thence to *Notodden* and the church of *Hitterdal*, see R. 4. About 10 Kil. beyond the church of Hitterdal the road to the Tinsjø (p. 26) diverges to the right (N.), while our route leads to the W. — Pedestrians will be repaid by leaving the high-road about 1 Kil. beyond Hitterdals-Kirke, crossing the river, ascending the *Himingen* (3450 ft.), an isolated, pyramidal hill which commands an admirable view in every direction, and descending thence to *Mosebø* (see below), a walk of 7-8 hrs. (guide desirable).

22 Kil. **Løvheim** (good station), amid pretty scenery, a little to the E. of *Saulands Kirke*.

From Løvheim to Siljord (p. 31), about 24 Kil., a mountain-path leads to the S.W., ascending the *Grundingsdal*, watered by the *Mjælla*. On the *Slaakuvand*, halfway, is the *Hotel Lifjeld*, the starting-point for the ascent of the Lifjeld (see below).

Less than 2 Kil. further is *Mosebø* (quarters at the Landhandler's).

From Mosebø to Dale (p. 27), about 40 Kil., an interesting route. Carriage-road to *Bøen* in the *Tudal*, 23 Kil.; thence by a sæter-path (with guide) across the spurs of the *Gausta* and past the *Langefond-Sæter* to *Dale* in 4-5 hrs. By sleeping at Bøen and starting very early next morning, we may ascend the Gausta on the way (p. 27).

The scenery becomes wilder and grander. We pass the *Hjærsjø* (490 ft.) on the left.

18 Kil. **Skovheim** *i Hjærdal* or *Hjartdal* (good station), starting-point for the ascent of the *Vindegg* (4890 ft.; 5-6 hrs., with guide; there and back 8-10 hrs.), which towers to the N.

The road continues to ascend. About 7 Kil. from Skovheim we follow the road to Flatdal, which diverges to the S., while the road to Aamotsdal leads to the N.W.

From Skovheim to *Aamotsdal* 23 Kil.; thence to *Rauland* on the Totakvand (p. 27) about 30 Kil., or to the *Mjøsvand* (p. 27) 20 Kil.; by *Ræpelid* to *Vaaer* (p. 27) 28 Kil.

The Flatdal road crosses the watershed of the Hjærdal and descends in zigzags, commanding beautiful views, to *Flatdal*, with its little church and sprinkling of farms. It then skirts the E. bank of the *Flatdalsvand*, with the *Skorvefjeld* (4380 ft.) rising in the background. Adjoining the lake is the *Spaadomsnut*, the falling of which into the water, according to tradition, will be the prelude to the end of the world. Farther on we obtain a view of the **Siljordsvand** (385 ft.), a picturesque lake, $8^1/_2$ M. in length, and the *Lifjeld* (5085 ft.), on which two French aëronauts descended in 1870, having arrived in their balloon from Paris in 15 hours. At the W. end of the lake, which our road passes, lie the church of *Siljord* and the gaard of *Grov*, at the junction of a road to Skien.

22 Kil. (pay for 28) **Utbøen** *i Siljord* (fair quarters; also at the adjacent *Oppebøen*), prettily situated beyond the stream flowing into the lake.

We pass, 14 kil. from Siljord, *Brunkebergs-Kirke* (1290 ft.), splendidly situated on the watershed, where the road forks. The left (S.) arm leads to (17 Kil. from Utbøen) *Kirkebø*, a station of the steamer which plies on the Hvidesjø and the Bandaksvand (p. 36). Our road leads to the right (N.W.) through the *Morgedal*, passing two small lakes (1390 ft.), to —

16 Kil. (pay for 22) **Hemmestveit** *i Brunkeberg* (good station).

19 Kil. (pay for 26) **Mogen** *i Høidalsmo* (poor station), near several lakes, where a road diverges to the S. to (11 Kil.) *Laurdal* on the Bandaksvand (p. 37). A hilly but picturesque bye-road leads hence towards the N. to (37 Kil.) *Rauland* on the Totakvand (p. 27). — We cross a range of hills of considerable height. Near *Aamodt* (2 Kil. short of Tveiten) the road crosses the *Toke-Elv*, which descends from the Totakvand and forms a fine fall called the *Hyllandsfos* $^3/_4$ M. to the N. of Aamodt.

17 Kil. (pay for 24) **Tveiten** or *Tveten* (poor station). — Farther on is the house of *Mule*, prettily situated above the E. end of the *Vinjevand.* The hilly road then ascends the N. bank of the lake for about 200 yds., passing several farms, among which is *Jamsgaard*, where a road diverges to *Kostveit* on the Totakvand (p. 27). We then descend abruptly to the church of *Vinje*, at the N.W. end of the Vinjevand. Here a beautiful view is obtained of the *Midtfjeld* (4580 ft.) and of the *Orm-Eggen* to the S.W.

12 Kil. (pay for 19) **Heggestøl** (tolerable station). The road crosses the *Grungedals-Elv* by a lofty bridge, where it is joined by the new road from Dalen on the Bandaksvand (p. 38), and follows the right bank of the river towards the N., first passing through a pine-wood, and then ascending to the hamlet of *Kringlegd.* The *Flaatebunut* on the Totakvand comes into sight to the N., and remains in view during the rest of the journey through the somewhat monotonous valley. The road crosses the river, and is here joined on the right by a footpath from Brunelid on the Totakvand (p. 27). It then turns sharply to the W. and soon reaches the pretty *Grungedalsvand* (1590 ft.), abounding in fish.

13 Kil. **Nylænd** (**Grungedals Hotel*, R. 1-$1^1/_2$, D. $1^1/_2$-2 kr.). The next part of the route, skirting the green but shallow lake,

and affording a good view of the *Gurifjeld*, is very picturesque. Beyond the *Church of Grungedal* we reach the farms of *Edland* or *Eilandt*, where travellers in the reverse direction generally halt for $1/2$ hr. The road crosses the foaming *Geislauselv* and follows the left bank of the *Flaathyl-Elv*. To the left (S.) we see the fine *Vafos* descending from the *Nedre Langeidvand* in a series of bold leaps. The route now ascends a monotonous valley, passing several farms, of which the two of *Flaathyl* are the most important. After having forced its way through a rocky barrier in a series of falls and rapids, the Flaathylelv forms several *Høl*, or deep pools. The largest of these waterfalls (to the left, close to the road) is the *Lille Rjukanfos* ('little foaming fall'), the best point for surveying which is the projecting rock near its foot. The largest Høl is the *Ekelidhøl* (2290 ft.). Continuing to ascend, we at last reach —

26 Kil. **Botten** *i Grungedal* (2590 ft.; good station; shooting and fishing), on the pretty *Voxlivand* (2500 ft.).

From Botten to Stavanger. Good walkers (for the path is almost too rough for riding) may go to the S.W. to (45 Kil.) *Jordbrække*, a walk of 14-16 hrs., and (7 Kil.) *Roaldkvam* on the *Suledalsvand* (see p. 92).

The road skirts the Voxlivand, passing the farm of *Voxli* on the right, and the **Hotel Nystøl* on the left, and then the *Arrebuvand* and the *Evenbuvand*. This region is almost uninhabited, a few old and dying pines alone relieving its monotony. The road keeps to the right, on the hill, and reaches a point commanding a fine *View of the mountains to the W.: to the left *Vasdalseggen* (5765 ft.), then *Kistebunuten*, the *Kallevasheia*, and *Sveien*. Below us, to the left, lies the *Kjælavand* (2940 ft.), to the S. of which rises the *Kjælatind*. Trees disappear.

18 Kil. **Haukeli-Sæter**, at the E. end of the *Staavand* (3085 ft.). Good quarters (from 15th June to 15th Sept.) at fixed rates: bedroom 1 kr.; bed in one of the 'cabins' 50 ø.; two pers. in one room 70 ø. each; B. or S. 60 ø.-1 kr., D. 1-$1^3/_4$ kr. according to number of courses. Adjoining the inn is a tasteful new 'Stabbur', with small bedrooms and good beds on the upper floor. New dining-room, opened in 1891. — *Skyds* according to tariff II.

The sæter lies amidst imposing scenery, and commands an unimpeded view of the fjeld. The peaks and even parts of the plateau remain covered with snow as late as August. Herds of reindeer browse in the vicinity, descending to the lake in the afternoon.

The road to Røldal, opened in 1886, leads N.W., skirting the Staavand. After about 10 min. we get a glimpse of the *Storefond* to the right, and $1/4$ hr. farther on is a ruined bridge on the left, over which the old bridle-path led. About $2^1/_2$ M. from Haukeli, we cross the *Ulevaa-Elv*, which descends from the N. and forms the boundary between the districts of Bratsberg and Søndre Bergenhus; to the right it forms several low but very broad cascades. After 1 M. more we reach the *Ulevaavand* (3095 ft.; 2 M. long), to the left, the N. bank of which our road skirts. We are now in the heart of a fjeld solitude. To the right we have a fine view of the precipitous *Store Nup* and the *Storefond*, and to the left *Sveien;* in front rises the *Stafsnut*, to the right of which are the *Rekkingsnut* and the *Midtdyrnstene.*

After a drive of 1-1$^1/_4$ hr. (5$^1/_2$ M.) from Haukeli, we cross the *Midtdyr-Elv*, turn to the S., and at the foot of the *Dyrnut*, the E. part of the *Stafsnut*, begin to ascend the pass of **Dyreskard** (3715 ft.; watershed), the top of which we reach in $^1/_2$ hr. more. To the left is a 'Varde', erected by King Oscar II. The road now leads to the W. through a wilderness of snow and stones, sometimes descending slightly. To the right is Stafsnuten, to the left Sveien and the narrow green *Øisteinvand.* To the left, below the road, about 9$^1/_2$ M. from Haukeli, lies the *Midtlæger-Sæter;* and on the road, 5 min. farther, is the *Nye Midtlæger-Sæter* (milk and bread). About 10 min. later the three houses of *Svandalsflaaene* and several small lakes appear below us to the left; in 10 min. more we reach the hill of *Staven*, and in 5 min. more begin to descend. To the right, below, lies the *Tarjebudal*, with the saeters of *Tarjebudal* and *Nya Støl;* to the W., in front of us, is the *Horrehei.* In 10 min. we cross by the *Risbubro* to the right bank of the *Risbu-Aa*, and then descend rapidly in huge zigzags. Near (10 min.) the *Østmanlid Sæter* we have a fine glimpse of the Røldalsvand. Walkers here take a short-cut. The scenery improves. After 20 min. we cross the *Vasdalselv* and follow its right bank. In front of us is the *Novle-Fos*, near which the road passes 10 min. later. The Røldalsvand again (5 min.) comes into sight, backed by the *Holmenut* and *Røldalsaaten* (4125 ft.). A drive of 12 min. more brings us to —

30 Kil. *Gryting i Røldal* (p. 93). From this point to (28 Kil.) *Seljestad* and (26 Kil.) *Odde* see pp. 93, 94. By spending a night at Røldal the traveller will be enabled to enjoy the Seljestad road more thoroughly.

b. Viâ Skien.

6 Days, or less, if need be (finer than the route by Kongsberg): — 1st Day. From Christiania to *Skien* by rail, 204 Kil. (Com. F; express in 6$^1/_2$ hrs., fares 9 kr. 75, 6 kr. 55 ø.; ordinary train in 7-11 hrs., fares 9 kr. 20, 6 kr. 15 ø.). The steamers (daily, Com. 154, 155, 156) take 12-15 hours. From Skien to *Ulefos* by steamer, in connection with the express train, in 2-2$^1/_2$ hrs. (There are at least two steamers daily; see Com. 336, 155, 156; fare 2 kr.) — 2nd Day. From Ulefos to *Dalen* by steamer (Com. 340) daily (except Sun.) in 9-10 hrs. (fares 3 kr. 60, 2 kr. 25 ø.). — 3rd Day. Drive from Dalen viâ *Eidsborg Church* (whence *Ravnedjuvet* should be visited) to *Mogen i Høidalsmo* (p. 31) in 3$^1/_2$ hrs.; or drive from Dalen by the new road to *Rykkelid i Mo* and *Heggestøl* (p. 31) in 6-7 hrs.; or better, if possible, walk or ride from Dalen to the *Ravnedjuv* (3$^1/_2$ hrs.) and thence to *Thveiten* on the great Telemarken route (3 hrs.; p. 31). Travellers encumbered with luggage had better visit the Ravnedjuv as a separate excursion, either from Dalen (7 hrs. there and back) or from Eidsborg. — 4th, 5th, and 6th Days, as in Route a.

From Christiania to (53 Kil.) *Drammen*, see R. 3. Through-carriages. The railway ('Jarlsbergbane') from Drammen to Laurvik and Skien turns to the S.W. (fine retrospect), past the suburb of *Tangen*, and slowly ascends (1 : 80) the *Kobberviksdal*, the highest point of which (250 ft.) is reached at (63 Kil.) *Skouger.* 69 Kil. *Galleberg.* 73 Kil. *Sande*, with the church of that name, near the *Sandebugt*, of which we get a fine view to the left. The train now skirts the picturesque fjord.

86 Kil. **Holmestrand** (*Hôtel du Nord; Victoria; Vesman's; Rail. Rest.*), a sea-bathing place with 2350 inhab., lies at the foot of a steep porphyry cliff. The train now runs a little inland to (96 Kil.) *Nykirke.* 100 Kil. *Skopum*, near the *Borrevand;* branch-line hence to *Borre* and (7 Kil.) *Horten* on the Christiania Fjord (p. 7). — 103 Kil. *Augedal;* 109 Kil. *Barkaker.* To the right we see the château of *Jarlsberg.* The train passes Tønsberg on the left, and runs back for 2 Kil., passing through a short tunnel to —

115 Kil. **Tønsberg** (*Victoria Hotel;* British consular agent, *Mr. Alf. Monsen*), with 7250 inhab., famous as seafarers, the oldest town in Norway, dating from the time of Harald Haarfager. About fifty whalers and seal-hunting vessels (one-third steamers) annually start from this port. Most of the sailors live on the *Nøterø* and the *Tjømø*, to the S. of Tønsberg. The castle-hill above the town, under which the railway tunnel passes, commands a beautiful view.

At (121 Kil.) *Sæm* or *Sem* the train crosses the *Oulie-Elv.* 128 Kil. *Stokke;* 135 Kil. *Raastad.* To the right lies *Gogstad*, where one of the vikings' ships was found (see p. 12).

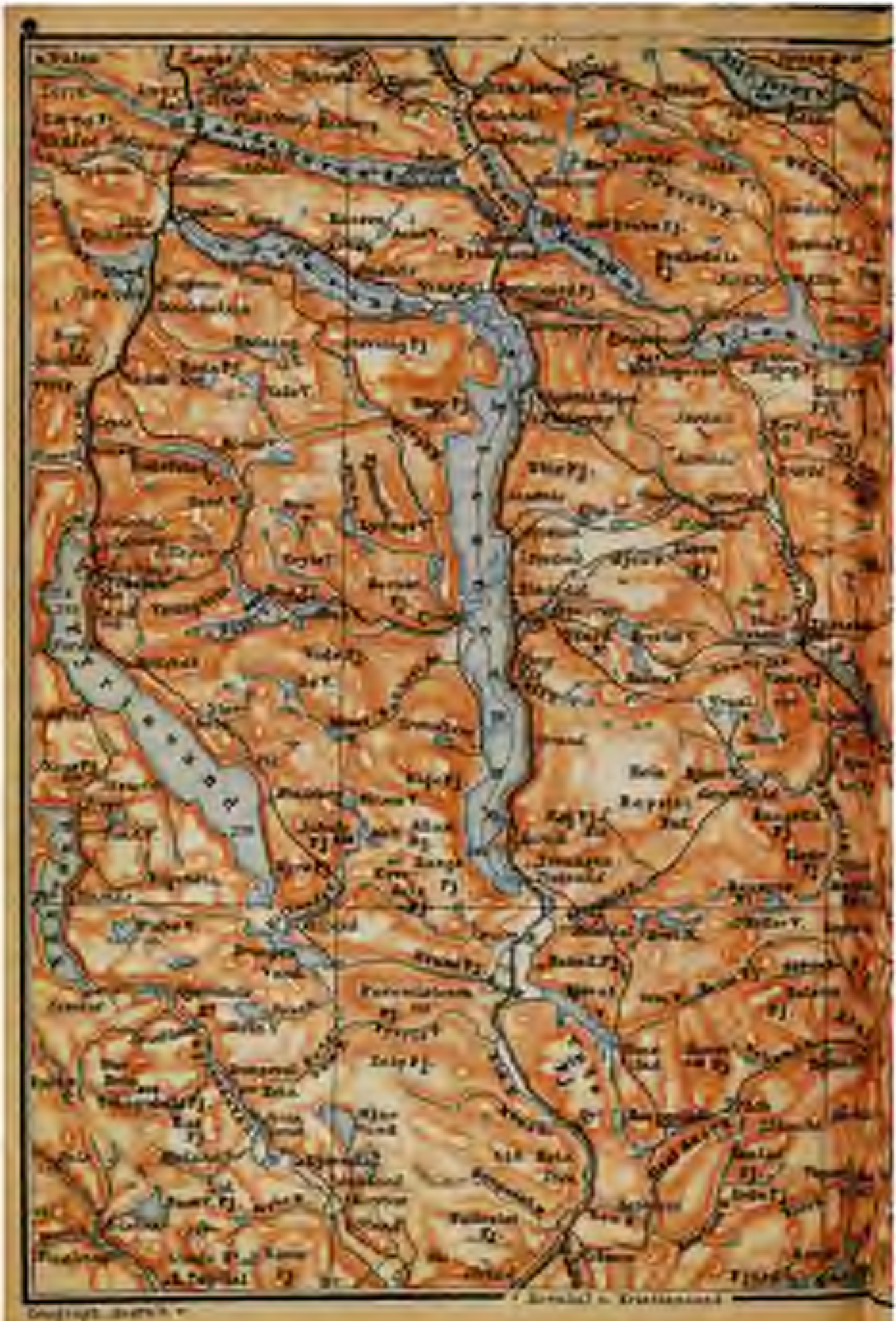
139 Kil. **Sandefjord** (*Hotel Kong Karl; Johnsen's Hotel; Heidemark's Hotel*, well spoken of), a favourite watering-place with 4250 inhab., and sulphurous, saline, and chalybeate springs, prettily situated on the fjord of the same name. Steamboat to Christiania twice a week (Com. 153). The sea swarms with medusæ ('maneter'), which are said to be beneficial to bathers. — The *Jættegryder* near the *Gaard Aasen* are interesting; the largest is 23 ft. deep. Similar 'giant-cauldrons' at the ($3^1/_2$ M.) *Vindalsbugt* may be visited by boat. The whole region between Tønsberg and Laurvik is historic ground. At *Hjertnæs* are several 'bauta' stones.

144 Kil. *Joberg*, in a wooded and monotonous district; 149 Kil. *Tjølling*, with a view of the *Laurviksfjord* as far as Fredriksværn. The train crosses the *Laagen* or *Lougen* (p. 24) by a bridge 183 yds. long to the suburb of *Thorstrand*, passes through two tunnels, and reaches —

158 Kil. **Laurvik.** — **Hotels.** Victoria (English spoken), Central Hotel, Thora Hansen's Hotel (moderate), all near the railway-station; Johannesen's, further off, adapted for some stay, R. 2 kr.; Kong Karl, Lille Torvet, with café.

Bath-House (Dr. J. C. Holm's), adjoining Johannesen's Hotel, with mineral and sulphur springs and mud-baths; pension 18 kr. weekly, 64 kr. monthly, R. 20-50 kr. per month. 'Kurpenge', or visitors' tax, for baths, physician, etc., 22 kr. per week for the first fortnight, 20 kr. per week for the second fortnight, and afterwards 15 kr. per week. — Sea-Baths, to the W. of the harbour. — *British Vice-Consul*, Mr. Fred. Dahm.

Laurvik, *Laurvig*, or *Larvik*, formerly the capital of the county of that name, with 11,300 inhab. and the suburbs of *Langestrand*



SYDL.TELEMARKEN

to the W. and *Thorstrand* to the E., is beautifully situated on the *Laurviksfjord*, near the mouth of the *Laagen.*

The station lies on the quay, which the railway skirts. Pleasant walk on the quay and past the bath-establishment to the *Farisvand*, which drives several factories. If time is limited, turn to the right beyond Johannesen's Hotel and ascend to the **Bøgeskov*, a fine beech-plantation above the highest houses on the N. side of the town. We enter the wood on the W. side and obtain a fine view of the Farisvand to the left. A few hundred yards higher up a *View of the sea opens to the right. We follow the top of the hill to a dairy at the E. end of the wood and descend to the right to the town. To the right, on a bare rock, is the *Brandvagt.* Another walk may be taken from the station to the E. to *Laurviks Kirke* (fine view of the fjord), and to *Herrgaardsbakken* (in all $1^1/_2$-2 hrs.).

The train (best views to the right) crosses the *Fariselv*, ascends to the Farisvand, and skirts its W. bank, passing through a series of short tunnels. 169 Kil. *Tjose;* 182 Kil. *Aaklungen*, on the small lake of that name (135 ft.). Then past several lakes. 188 Kil. *Birkedalen* (235 ft.); 191 Kil. *Eidanger* (Hotel), $^1/_2$ hr. from the station, pleasantly situated on the *Eidanger-Fjord.*

195 Kil. **Porsgrund** (*Stiansen's Hotel*, well spoken of; *Victoria*, with café, R. & L. 2 kr. 55 ø., tolerable), a town of 3800 inhab., lies on both banks of the *Skiens-Elv*, which descends from the Nordsjø and enters a bay of the *Friersfjord* $1^1/_2$ M. below the town. We now ascend the left bank of the broad Skiens-Elv to —

204 Kil. **Skien.** — **Hotels.** *Höier's Hotel, at the pier of the southward-bound steamers, R. 1 kr. 50, B. 1 kr. 20, S. 1 kr. 50 ø., D. 2 kr.; *Royal, R. 2, S. $1^1/_2$ kr.; Grand Hôtel; also several smaller inns.

Steamers. To Telemarken (*Ulefos* and *Tangen i Hitterdal*) twice daily, in 2 and 5 hrs., fares 2 and $3^1/_2$ kr. (see Com. 336, 155, 156). To *Porsgrund*, *Langesund*, and *Christiania* at least once daily (Com. 215, 154, 155, 156, 157). To *Arendal* thrice, to *Christiansand* once weekly (Com. 217). To *Fredrikshald* twice weekly (Com. 216). The quays of the northward and the southward bound steamers are $^1/_2$ M. apart.

British Vice-Consul, Mr. Jas. Franklin.

Skien (pron. *Shïen* or *Skïen*), the ancient *Skida*, a town with 8900 inhab., dates from the 14th cent., but has been repeatedly burned down (last in 1886) and has been rebuilt in a more substantial style. Several interesting paper-mills. Skien is the birthplace of the poet Henr. Ibsen (b. 1828). To the S. of the town the Skiens-Elv forms the *Klosterfos* and the *Damfos*, two large waterfalls, which are crossed by bridges. On a small island between the falls formerly stood the nunnery of *Gimsø*, founded in 1110. On the steep *Bratsbergklev*, to the E. of the town, are the ruins of the *Bratsberg Chapel* (to which a flight of wooden steps at the back of the railway station ascends in $^1/_2$ hr.), belonging to the adjacent *Bratsberg-Gaard*, which has given its name to the entire district (fine view).

The steamer for Ulefos, which starts from the lock above the

Damfos, ascends the *Skiens-Elv*, passing through the three curious locks of *Løveid*, and after $^3/_4$ hr. enters the **Nordsjø** (50 ft.), a picturesque lake 28 Kil. ($17^1/_2$ M.) in length. To the right in the rocky bank, 114 ft. above the lake, is the *Mikkelshul*, or Michael's cave, where Roman Catholic services were formerly held. It may be visited by boat from Løveid. In $1^1/_4$ hr. more we reach —

Ulefos *i Hollen* or *Holden* (*Skyds-Station* at the pier, small but tolerable; *Hôtel Aaheim*, $1^1/_4$ M. from the pier, on the way to Strængen, R. 2, D. 2, S. 1 kr.; *Peer Jensen's Inn*, on the N. side of the river, 1 M. from the pier), with numerous saw-mills, iron-works, two churches, and villas belonging to wealthy timber-merchants. It lies picturesquely on the W. bank of the lake, and on both banks of the *Eidselv* or *Songa*, which descends from the great Telemarken lakes and here enters the Nordsjø. About 13 min. from the pier this river forms the fine waterfall which gives its name to the place. To the S.E. rises the *Nipefjeld* (1285 ft.; 3-4 hrs.), a fine point of view.

Travellers for the Hitterdal and the Rjukanfos do not disembark at Ulefos, but go on with the steamer, passing *Romnes* (with its old church), to *Akershaugen*, at the N. end of the lake. [From this point we may drive to (5 Kil.) *Søboden*, (7 Kil.) *Kleppen*, (14 Kil.) *Øvrebømoen*, at the E. end of the Siljordsvand, and then along the bank of that lake to (20 Kil.) *Utbøen i Siljord* (p. 31), 47 Kil. in all.] At the N. end of the Nordsjø, where the scenery is finer than at the S. end, the steamer enters the *Sauerelv*, connecting the Nordsjø with the **Hitterdalsvand** (62 ft.), another picturesque lake, 16 Kil. in length. The steamer touches at *Farodden (Farvolden)*, at the foot of the lake, and about $4^3/_4$ hrs. after leaving Skien reaches *Notodden* (p. 25; 6 Kil. from the church of Hitterdal, p. 26). Some of the steamers go on to *Tangen*, a little further up the lake, but it is preferable to land at Notodden, where horses are more easily procured.

An important canal, completed in 1892, connects the Nordsjø with the Flaavand, the Hvidesjø, and the Bandaksvand. The scenery is uninteresting, but the canal works are worth seeing, particularly near the *Vrangfos*, on the right. About half way, also on the right, is the church of *Lunde*. At —

Strængen the steamer enters the E. end of the **Flaavand.** The elk is still found in the forests on the banks. At the W. end of the lake (15 Kil. from Strængen) the steamer enters the narrow *Fjaagesund* and soon reaches the **Hvidesjø** (185 ft.). The scenery becomes finer: to the right rises the *Brokefjeld* (3540 ft.), to the left, in the distance, the bare *Roboltfjeld* (3345 ft.), and to the W., near the Bandaksvand, the pointed *Rauberg*. At the upper end of the lake lies the wooded island of *Bukø*.

The steamer next enters, water permitting, by a shallow strait, the small lake of *Sundkilen*, and calls at —

Kirkebø (*Hotel Hvideseid*, at the pier; **Hotel Wriedt*, a few min. distant, R. 1, D. 1 kr. 50, S. 80 ø.), a fast station. To the N., passing Brunkebergs Kirke, about 3 Kil. distant, we may drive hence to (17 Kil.) Utbøen i Siljord (p. 31); or to the S., by Hvideseid, to (14 Kil.) Strand in the Vraadal. — The steamer returns to the Hvidesjø, rounds *Spjosodden*, and stops at **Hvideseid**, at the W. end of the lake.

From Hvideseid to Arendal (145 Kil.). The road ascends rapidly, and then descends to (7 Kil.) *Strand i Vraadal* (tolerable), a little to the W. of which lies the Vraavand (see below; steamer, see Com. 342). Our route turns to the S. and skirts the E. bank of the *Nisservand* (795 ft.), a fine sheet of water, 34 Kil. long (steamer, see Com. 342), affording trout-fishing. The next stages are: 17 Kil. *Vik i Nissedal;* 26 Kil. *Homme i Treungen;* then past the *Høgfos*, formed by the Nisser-Elv; 19 Kil. *Øi i Aamli;* 16 Kil. *Nergaarden i Aamli* (good quarters); 13 Kil. *Simonstad* (p. 7). Thence to Arendal, see p. 6.

Beyond Hvideseid the steamer passes through the artificial channel of *Skarpstrømmen* (6 Kil. long), connecting the Hvidesjø with the ***Bandaksvand** (205 ft.), a picturesque lake, 27 Kil. long, enclosed by imposing mountains, and well stocked with fish. The sharp crests on the N. bank assume fantastic forms towards the head of the lake. The first view of the lake, beyond the station of *Apalstø* (right) and the island of *Bandaksø* (left), is very striking; above us, on the left, is the rock called *St. Olaf's Ship*. The scenery afterwards becomes a little monotonous, but the W. end of the lake is enclosed by a fine group of mountains.

About $1^1/_2$ hr. from Hvideseid, the steamer touches at *Triset*, by the church of **Laurdal** (**Bakke's Hotel*, at the pier, R. 1 kr. 50, D. 1 kr. 60, S. 80 ø.; Skyds-station at the gaard of *Skjelbred*), situated on the N. bank of the lake, amidst rich vegetation. A good road leads hence to *Mogen i Høidalsmo* (11 Kil., p. 31). — On the S. bank of the lake, opposite Laurdal, lies *Bandakslid* (ferry in 20 min., 20 ø.), also a steamboat-station.

From Bandakslid ('slow' station) the hill is crossed by a picturesque zigzag road to (5 Kil.) *Midtgaarden* (fast station), where two routes diverge. One road, to the W., leads by *Bergland* and *Skafse-Kirke* to Dalen (16 Kil.; see below). The other leads to the S., past the W. end of the *Vraavand* (850 ft.; steamer, see Com. 342), and ascends the course of the river which falls into it. This stream forms the picturesque **Lille Rjukanfos* near the road (an interesting and easy day's excursion from Trisæt i Laurdal), and emerges from the *Skredvand* (1085 ft.), a little higher up. We follow the E. bank of this lake to (8 Kil.) *Rindebakken* (slow station), beyond which we pass *Veum* and reach (15 Kil.) *Moland*, on the *Fyrisvand* (25 Kil. in length), on which a steamer plies without fixed time-table. Between Veum and Moland the *Bispevei* diverges to the W. to Viken in the Sætersdal (p. 5).

About $1^1/_2$ hr. after leaving Triset the steamer reaches its terminus —

Dalen (*Hotel Folksvang*, R. 1-$1^1/_2$, B. 1, D. 2, S. 1 kr. 20 ø.; *Hotel Bandak*, adjacent; both about 5 min. from the pier; *Tokedalen's*, by the pier, R. 1 kr., B. or S. 80 ø.; *Dalen's Hotel*, in Dalen, 1 M. from the lake; both well spoken of), at the W. end of the Bandaksvand, into which the *Toke-Elv* falls here. On the arrival of the steamer horses are in readiness for the use of travellers.

From Dalen we may drive by the new road ascending the valley of the Toke-Elv, passing the gaard of *Aasland*, then ascending the *Botnedal*, and afterwards descending to (12 Kil., pay for 17)

Rykkelid i Mo (fjeld-path to the Sætersdal, see p. 6). The road then passes the foot of the *Rantefjeld* (4725 ft.) and the W. bank of the *Børtevand*, passes *Flaaten* (p. 6), ascends and descends the *Børtehei*, with the gaard *Haukaas*, and at (20 Kil.) *Heggestøl* joins the road described at p. 31.

An alternative and preferable route from Dalen ascends to the N. in long zigzags, on a rocky slope 1300-1600 ft. high. Fine view of the lake and of the Botnedal to the W. After about $1^1/_2$ hr. we reach the top (extensive view), and proceed by the now level road to the village of ($^1/_2$ hr.) **Eidsborg** (2300 ft.), where a manganese quarry and a timber-built church (exterior ancient; interior modern, except the wooden crucifix and hanging bronze lamp) are objects of interest. The carriage-road goes on to (18 Kil. from Dalen) Mogen i Høidalsmo (p. 31); but it is preferable to diverge here to visit the Ravnedjuv. In this case we walk or ride up the steep *Eidsborgaasen.* On the other side we descend, amid rocks and wood, to the *Molands-Sæter* (milk). A tablet about $^1/_4$ hr. farther on, to the left, indicates the way to the ***Ravnedjuv** or *Ravnedjup*, a perpendicular rock, 1090 ft. above the turbulent *Toke-Elv*, and commanding a splendid view of the Libygfjeld and the district of Næsland. A pavilion commemorates the visit of King Oscar II. in 1879. From Dalen to the Ravnedjuv $3^1/_2$ hrs. (horse 5 kr.; to Sandok, 7 kr., see below).

Travellers with heavy luggage must return to Eidsborg, and continue their journey thence by the carriage-road just mentioned to Mogen. Riders and walkers may continue their journey to the N. from Ravnedjuvet. The path at first leads through forest, and afterwards descends rapidly and crosses the *Toke-Elv.* In 1-$1^1/_4$ hr. we reach the hamlet of **Næsland**, where the gaard of *Sandok* affords good quarters. A Stolkjærre may also be procured here for Heggestøl (6 kr.) or Thveiten (4 kr.). We must first, however, walk up a steep hill for $^1/_4$ hr., past the gaard of *Gjelhus*, with an old 'Stabbur' said to date from 1115 (date forged).

The hilly road now leads through lonely forests. From the higher points we obtain a view of the *Vehuskjærring* (4508 ft.) to the N.E., at the foot of which is the Hyllandsfos (p. 31). Beyond the *Groven* gaard we cross the *Vinje-Elv* and reach the great Telemarken high-road ($1^1/_2$ hr. from Sandok). For *Tveiten* we turn to the left (W.), for *Heggestøl* to the right; see p. 31.

6. From Christiania through the Hallingdal to Lærdalsøren on the Sognefjord *(Bergen)*.

4 Days. As the grandeur of the scenery between Christiania and the Sognefjord increases as we go westwards, either this route or the Valders route (R. 7) should be selected in going to Bergen, while the return-journey may be made either by the Romsdal (p. 186 and R. 8), or by Trondhjem and the railway (R. 11), or by sea round the S. coast.

351 Kil. RAILWAY to *Krøderen*, 122 Kil. (Com. L); express in $4^3/_4$ hrs. (fares 6 kr. 55, 4 kr. 15 ø.), ordinary train in $5^1/_2$ hrs. (fares 6 kr., 3 kr. 75 ø.). STEAMER from Krøderen to *Gulsvik*, 45 Kil. (Com. 326) daily in $2^1/_2$-3 hrs. (fare 2 kr. 50, 1 kr. 40 ø.). — ROAD from Gulsvik to *Lærdalsøren*, 184 Kil., a drive of 3 days. The charge for horse and carriole at all the stations on this route is 17 ø. per Kilomètre (tariff III), to which add a fee of 20 ø. per 10 Kil.; so that the total cost from Gulsvik to Lærdal is 35 kr. for one person. For a carriage and pair ('Calesch-vogn'), for two persons, the usual fare is 100 kr. (sometimes less when the demand is slack), to which add a fee of 5-6 kr. (Comp. also p. xix.)

The journey is best divided as follows: (1st Day) From Christiania to *Gulsvik*. (2nd) From Gulsvik to *Rolfshus*. (3rd) From Rolfshus to *Breistølen* or *Hæg*. (4th) Thence to *Lærdalsøren*. Or spend the first night at *Næs*, the second at *Bjøberg*, and the third at *Lærdalsøren*. It is even possible, by travelling 14-18 hrs. a day, to reach Lærdalsøren in 2 days, spending the night at Rolfshus. As almost all the stations on this route are either good or tolerable, the traveller may divide his journey as best suits his convenience. The only stations to be avoided are *Børtnæs* and *Viko*.

This is the direct route from Christiania to the Sognefjord, but is inferior in scenery to the Valders route. The name of Hallingdal is applied not only to the valley itself, but to all the lateral valleys from which streams descend into it, that is, to the whole district bounded on the N. and E. by Valders, on the S. by the Numedal, and on the W. by the Hardanger region.

Owing to the long isolation of this district, and especially of its side-valleys, from the rest of the world, many of its old Norwegian characteristics have survived; and the traveller will still meet with curious old buildings, carved wooden tankards and furniture, and picturesque costumes. The inhabitants used to be noted for their passionate disposition, which sometimes found vent in the terrible 'girdle duel', in which the combatants (*'Bæltespænder'*) were bound together with their belts and fought with their knives. The natives still have a wild dance, called the *Hallingdans* or *Springdans*, accompanied by a weird kind of music (*'Fanitullen'*) once ascribed to satanic influence. The following works may be referred to: 'Norsk Lyrik', Christiania, 1874, containing 'Asgaardsrejen', a poem by *Welhaven*, and 'Fanitullen', another by *Moe;* 'Søgnir fra Hallingdal' by *E. Nielsen;* and 'Norske Bygdesagn' by *L. Daae*.

From Christiania to *Vikersund*, 96 Kil., see R. 3. A branch-line (carriages changed) runs thence to *Snarum* and —

26 Kil. **Krøderen** (*Restaurant; *Inn*, opposite the station), prettily situated at the S. end of **Lake Krøderen** (445 ft.), near the efflux of the *Snarums-Elv*. The steamboat-pier is $^1/_2$ M. from the station. The lower part of the lake is narrow and shallow and its banks are smiling and well cultivated; but it afterwards expands, and the scenery becomes wilder, especially beyond *Næs*, where the *Norefjeld* (4980 ft.) rises boldly above the lake on the left.

The interesting ASCENT OF THE NOREFJELD (10 hrs.) is best made from *Nore*, where the road crosses the narrowest part of the Krøderen. From Nore we follow the bank of the lake to the N. to (4 Kil.) *Skadset*, and ascend to the left, by a steep bridle-track, to the *Sandum-Sæter*, which affords a fine view of Lake Krøderen. (A night may be spent here or at the *Skasætsæter*, 20 min. distant.) Our route runs N.W. through wood, crossing a lofty plateau (leaving the *Ramsaas* on the right), with a view of the mountains of Telemarken and of the *Eggedal*. It then ascends to the *Augunshaug* (4012 ft.; extensive *View). The summit of the Norefjeld, called the *Høgevarde* (4980 ft.), rises 5-6 Kil. to the N.W., but nothing is gained by ascending it. From the Augunshaug we may descend direct to the E. to *Tungen* and *Ringnæs*, a 'fast' station, 11 Kil. from Olberg and 17 Kil. (pay for 25) from Gulsvik. From the Høgevarde we may descend to the N.E. through the valley of the Gulsvik-Elv to (7 hrs. Gulsvik (see below).

In $2^1/_2$-$3^1/_2$ hrs. the steamer reaches —

Gulsvik (510 ft.; *Gulsvik's Hotel*, new), at the entrance to the **Hallingdal.** The skyds-station (good quarters) is about $^3/_4$ M. from the lake. Near it are the *Mønsaastue*, a fine timber-built house, and other buildings of the 16th and 17th centuries. Travellers arriving at Gulsvik in the afternoon may drive the same day (in about 5 hrs.) to *Næs* (see below). The road follows the W. bank of the *Hallingdals-Elv*, and is nearly level all the way.

14 Kil. *Aavetsrud* (new station). The road passes several lake-like expansions of the Hallingdals-Elv, on the largest of which, the *Brummavand* (575 ft.), upwards of 18 Kil. long, lies —

17 Kil. *Børtnæs*. At the upper end of the lake we reach —

11 Kil. **Næs** (good quarters at the station and at *Svenkerud's Hotel*), a large village, with a church, the district-jail, and a number of shops. The pretty grounds of *Buvandsbrenna*, the property of General Wergeland, are open to travellers. [In the reverse direction travellers may descend the river from Næs to Gulsvik by boat (about 3 hrs.; 8-10 kr.). The numerous rapids make the trip rather sensational, but there is no danger when the river is moderately full.]

From Næs to Lake Spirillen, 10-11 hrs. (guide unnecessary). A well-defined sæter-path ascends E. to *Lake Strøen* (good fishing; quarters at one of the sæters), in 3-4 hrs., and by *Djupedal* in 3-4 hrs. more to *Ildjarnstad* (p. 45), whence *Næs* in the *Aadal*, at the head of Lake Spirillen, is 22 Kil. distant (comp. p. 45).

Another sæter-path crosses the mountains to the W. of Næs to the *Tunhøvd-Fjord* in 6 hrs. (p. 28).

Scenery pleasing. About halfway between Næs and Viko the road crosses the river. Farther on is *Rolfshus* (*Berg's Hotel), a favourite resort and pleasant stopping-place. Near —

20 Kil. **Viko** (700 ft.; mediocre quarters), beautifully situated on the Hallingdals-Elv, the valley turns to the W.

From Viko to the Valders (10-12 hrs.). The path ascends very steeply for $^3/_4$ hr., and then leads for 3 hrs. across the *Fjeldvidde* ('table-land'), passing several sæters. We row across the *Tisleivand* (2800 ft.), a large lake well stocked with trout, which forms the boundary between the Hallingdal and Valders districts, then descend in about 6 hrs. to *Stende*, a farm-house on the *Strandefjord*, and cross the lake by a long bridge to *Ulnæs-Kirke* (p. 48).

About 2 Kil. above Rolfshus the Hallingdals-Elv, which descends from the Upper Hallingdal (W.; p. 42), is joined by the *Hemsil*, descending from the N.W. The latter forms a fine waterfall. The road crosses the Hemsil by the *Heslabro* and ascends its right bank in the **Hemsedal,** mounting the *Golsbakker* in long windings, and passing halfway up within sight of the new church of **Gol**, to the left (comp. p. 17). Beyond (10 Kil.) *Løstegaard* (1440 ft.) we again cross the Hemsil and follow the E. side of the valley, passing several farms, while the W. side and the bottom of the valley are uncultivated. About 5 Kil. farther on we reach —

16 Kil. *Kleven i Gol* (fair quarters). The scenery becomes uninteresting. 4 Kil. farther is *Ekre* (2600 ft.).

From Ekre to the Valders (10-12 hrs.). A rough sæter-path ascends from Ekre to the '*Heier*', passes the *Vannenvand* and the *Storsjø* at the base of the huge *Skogshorn* (5660 ft.), and leads through the district of *Lykkja*, with its scattered houses, to the (5 hrs.) **Fosheim-Sæter** (belonging to Fosheim's Hotel, p. 48; fitted up as a pension, and generally full of anglers) at the S. end of the long *Svenskenvand* (2860 ft.). We cross the lake by boat, pass several sæters, and descend to the station of Fosheim (p. 48).

Another route to Valders diverges from our road at *Ulsaker*, between Ekre and Tuf, ascends past the base of the *Skogshorn* (see above) to the *Helsingvand*, skirts the E. bank of the *Hundsendvand*, and leads to the *Grunken-Gaard*, where it crosses the *Smaadøla*, falling into the *Svenskenvand*. It then leads along the Smaadøla to the N. end of the *Helevand* and the *Vasends-Sæter*, past the base of the *Grindefjeld* (5600 ft.), and descends to *Grindaheim* (p. 49), about 13-14 hrs. from Ekre.

On the opposite bank of the Hemsil rises the *Veslehorn*, from which descend four small waterfalls, uniting into a single cascade during the melting of the snow. The road passes *Kirkebø*, a poor village, with the dilapidated *Hemsedals-Kirke*, the last in the district before that of Borgund (83 Kil.), and 7 Kil. farther reaches —

20 Kil. **Tuf** (**Station; Gaard Fauske*, 3 min. from the road, a fair country-inn), at the union of the *Grøndøla* and the Hemsil.

From Tuf to Nystuen (15-16 hrs.). A tolerable road ascends the *Grøndal*, the valley of the Grøndøla opening on the N., from which a bridle-path, passing several sæters, leads through the *Mørkvanddal* and across the mountains (reindeer) to *Nystuen* on the Valders route (p. 50).

Near Tuf the Hemsil forms the *Rjukande Fos* ('smoking fall'), to which a path leads. Cultivation now ceases, and a few scattered sæters only are passed. The road ascends rapidly and traverses the bleak and desolate *Mørkedal*, where it passes through a grand ravine. This stage takes fully 3 hours.

20 Kil. (pay in the opposite direction for 30) **Bjøberg** (3320 ft.; **Station*, frequented by reindeer-stalkers; pair of antlers 8-10 kr.; guide to Valders and Hol $2^1/_2$-3 kr. per day), the last station in the Hallingdal, lies in a bleak solitude at the foot of the *Hemsedalsfjeld*. Farther on (7 Kil.) we pass a column marking the boundary between the 'Stift' of Christiania and that of Bergen. The road skirts the precipitous *Kjølberg* on the left and the *Eldrevand* on the right. To the N.E. rises the *Jøkulegg* (6280 ft.). The road, the highest in Norway (3800 ft.), then descends rapidly to —

15 Kil. (pay for 22 in either direction) **Breistølen** (*Station*, rustic, but good). Then a continuous and latterly steep descent, passing several waterfalls, to the bridge of *Børlaug* on the Valders route (p. 51; 7-8 hrs. from Tuf). A little below the bridge is —

12 Kil. (pay for 15; in the opposite direction for 19) **Hæg** *i Borgund* (*Hotel*, well spoken of). — From Hæg to *Lærdalsøren* (39 Kil.) see pp. 51-53.

The Upper Hallingdal.

The *Hallingdal* in the narrower sense, or main valley (*Hoveddalføret*), ascends to the W. from Viko (p. 40) to the wild and desolate regions of the *Hallingskarv*, the S. prolongation of the Fillefjeld and the Hemsedalsfjeld, across which paths lead N.W. to the Sognefjord and S.W. to the Hardanger Fjord. With this district are associated some of the most famous of Norwegian sagas, such as that of the *Villand* family, and the inhabitants retain more of their ancient characteristics than those of almost any other part of Norway. With the exception of the higher mountains, however, the scenery is neither picturesque nor imposing.

Viko, see p. 40. Beyond the *Heslabro* (p. 40) the Hallingdal road diverges to the left from the Hemsedal road, and follows the course of the *Hallingdals-Elv* to *Ellefsmøen* and —

15 Kil. *Nybgaarden i Torpe* (1015 ft.). Near it is the old timber-built *Church of Torpe*, with finely carved porch and doors. The tower of the adjoining new church also contains several old carvings.

11 Kil. *Sundre i Aal* (*Station). Near it are the handsome church of *Aal*, containing some relics of the older church, and two curious houses of the middle of last century, the *Thingstue* (with paintings in the interior) and the *Gretastue*. — The road then skirts the *Strandefjord* (1480 ft.), to the S. of which rises the *Sangerfjeld* (3865 ft.), and crosses a steep hill to the (15 Kil.) *Holsfjord* (1945 ft.), where it divides. The road to the left leads to the Ustedal and the Hardanger, that to the right to Neraal and the Sognefjord.

1. Route to the Hardanger (45-50 Kil. from Sundre). About 3 Kil. from the bifurcation (18 Kil. from Sundre) lies *Hammersbøen*, near which is the *Raaen-Gaard* (good accommodation), the property of *Sander Raaen*, who is said to have collected 6000 of the old Norse words in Ivar Aasen's dictionary. From Hammersbøen a rough road ascends the *Ustadal* to (10 Kil.) *Jeilo* (rustic quarters; guide to the Hallingskarv 3, to Krækjahytten 7, to Hardanger 12-14 kr.). About 2 Kil. farther on is *Tufte* (2755 ft.), the highest gaard in the valley (quarters).

The huge **Hallingskarv** may be ascended from this point: the E. peak (6330 ft.) by following the course of the *Eimeheia* to the *Presteholtsøl*; the W. peak (6435 ft.), better, from the W. end of the *Ustavand*. View of the Hardanger Vidda (p. 103) not picturesque, but very extensive.

The route from Tufte to Maursæt (two days) passes the *Smetbak Sæter*, crosses the *Ustadals-Elv* by the 'Nybro' (the key of which must be brought by the guide), ascends the *Usteberg* to the *Berhelletjern*, passes the deserted *Monsbuheia*, crosses the tongue of land between the *Legreidsvand* and the *Ørterenvand*, skirts the S. bank of the latter, and ascends the *Svaanut* to the *Store Krækjavand*. On the N. bank of this lake lies the tourist-hut of **Krækjahytten** (3900 ft.; about 9 hrs. from Jeilo, a favourite resort of anglers), where the night is spent. — The following route (6-7 hrs.) is shorter. From Tufte we follow the Ustadals-Elv to the *Ustavand* (3340 ft.), cross the lake by boat to *Ørterdalen*, walk to the *Ørterenvand*, cross this lake also, and walk ($^1/_2$ hr.) to the hut. Both routes have the Hallingskarv constantly in view.

On the second day (10 hrs.) we skirt the Krækjavand, and cross the river of *Krækjastubben*, near an old pitfall for catching reindeer. We then descend the *Halnebottner* to the *Olafbuvand*, cross the

Kjelda to the *Fisketjern-Sæter*, and reach the *Smytte-Sæter*, the first in Hardanger. We next cross the *Leira*, which descends from the N., to the *Indste-Sæter*, whence the route to *Maursæt* (2445 ft.) and the gaard of *Høl* (p. 102) is unmistakable. The imposing Hardanger Jøkul is conspicuous the whole way. The best quarters are to be had at the adjacent *Garen*, where travellers in the opposite direction engage their guide. The hill above the Vøringsfos (p. 102) may be visited from this point in less than an hour.

2. To Aurland on the Sognefjord (about 85 Kil.; 3 days; a guide should be engaged at Neraal or at the Gudbrandsgaard: *Lars Lein*, $2^1/_2$-3 kr. per day), a splendid, but fatiguing mountain expedition. Our starting-point is **Neraal** or *Nedreaal* (good quarters at the Landhandler's), 4 Kil. from the bifurcation above mentioned, and 19 Kil. from Sundre, at the N. end of the *Holsfjord* and near the *Høvelfjord*. The old timber-built *Church of Hol*, near Neraal, is attended on Sundays by the peasantry in their picturesque old-fashioned costumes. To the W. towers the Hallingskarv (p. 42).

At the W. end of the Høvelfjord lies *Gaard Villand*, once the seat of the turbulent family of that name, who lived here about the year 1700. Above Villand (5 Kil.) the road turns to the N. and leads past the *Sunddalsfjord* (2550 ft.) to the **Gudbrandsgaard** (2625 ft.; about 19 Kil. from Neraal; good quarters), to which driving is practicable. A sæter-track leads hence to the *Garlid-Sæter* (2935 ft.), and along the *Øvre Strandefjord* (3120 ft.), 14 Kil. long, on which are several sæters, to the farm of *Svengaardsbotten*, the highest permanently occupied dwelling in Norway.

The actual mountain-pass to the Sogn district, about 17 Kil. long, begins here. The original inhabitants of the Upper Hallingdal, who belonged to the ancient Gulathing (p. 121), probably crossed the mountains here from the coast, just as Valders was originally peopled from Lærdal. The path passes *Ulevasbotten*, *Vierbotten*, and a third sæter with a herd of reindeer tended by Lapps from Røros. [From this point a sæter-path ascends the valley of the Vesterdøla to the W.S.W., passing *Gjeteryggen*, and descends the Moldaadal to the cattle-sheds of *Hallingskeie* (a long day's walk), whence we may go on to Ose and Ulvik.] Our path then ascends rapidly to the *Skard* ('gap') between the *Ulevasnut* on the E. and the *Sundhellerfjeld* on the W., crosses the *Bolhøvde*, where the direction is indicated by heaps of stones ('Varder'), and leads to the *Steinbergdal*. The first night had better be spent at the **Øje-Sæter** here (2935 ft.; good quarters). — Passing the *Nøset-Sæter* and *Østrebø*, we next descend the formidable pass of the **Næsbøgalder*, partly by a long ladder, and partly by a path of wicker-work borne by iron rods driven into the rock, to *Gaard Næsbø*. We follow the *Næsbødal* (or take a short-cut by the dizzy *Bjøllstig*) to **Gaard Sønnerheim** (second night). — On the third day the path leads in about 5 hrs. down the *Sønnerheimsgalder* and along a rapid stream to the *Vasbygdvand*, the boat for crossing which is to be found at *Øje* or *Stene*, 1 Kil. before the lake is reached. From *Vasenden*, at the W. end of the lake, to *Aurland* on the Sognefjord, 6 Kil. more. See p. 128.

7. From Christiania through the Valders to Lærdalsøren on the Sognefjord.

To the N.W. of Christiania, besides the Tyrifjord and Krøderen (pp. 22, 39), lie two long lakes, the *Randsfjord* (p. 47), and the *Spirillen* (p. 45), the S. ends of which are connected with Christiania by railway, while the great *Valders Route* passes near their N. ends. Of all the routes between Christiania and Bergen (comp., however, p. 38), the Valders route, either viâ the Spirillen or the Randsfjord, is the finest in point of scenery and the best provided with inns. The Spirillen road is the more picturesque, but between the lake and Frydenlund horses are apt to be scarce. The more frequented route is by the Randsfjord. By either route it is possible to reach Lærdalsøren in three days, but it is better to allow four or five.

In the height of summer the traveller should always start early in order that he may reach his night-quarters as early as possible, and either secure rooms, or, if necessary, go on to the next station. Among the walkers a good many Norwegian ladies will be observed.

a. By Lake Spirillen to Frydenlund.

238 Kil. (to Lærdalsøren 406 Kil.). Railway from Christiania to *Heen*, 131 Kil. (Com. I), express in 4½ hrs. (fares 7 kr. 40, 4 kr. 60 ø.), ordinary train in 6 hrs. (fares 6 kr. 85, 4 kr. 20 ø.). — Steamboat from Heen to *Sørum*, 56 Kil. (Com. 324), daily, except Sun., in 5-5½ hrs. (fares 3 or 2 kr.); or, when the river is low, to *Næs (Granum)* only, in 4½ hrs.; returning from Sørum or Næs on the following morning. Through-tickets to Sørum are to be had at Christiania. — Road from Sørum to *Frydenlund*, 51 Kil. (from Granum 62 Kil.). Fast stations, with tariff III (but horses sometimes scarce). Hr. Gravlimoen of Heen lets carriages from Sørum or from Granum to Lærdal for 100, 120, or 135 kr. for 2, 3, or 4 persons. The order should be sent two days beforehand. Fares usually reduced in the slack season.

From Christiania to *Heen*, see R. 3. The time between the arrival of the train and the departure of the steamer is usually ample for early dinner at *Dahl's Inn* or at the house of the captain of the steamer (railway-guard takes orders). Also a restaurant on board.

The steamer ascends the *Bægna* or *Aadals-Elv*, with its lake-like expansions. The navigable channel is indicated by buoys. On the right *Hallingby*, a skyds-station, with a new church (520 ft.). Higher up, the stream becomes very rapid, and the engines are worked at full speed. We next pass the pretty farm of *Bergsund* on the left. The course of the vessel is often obstructed by floating timber ('Tømmer'). We slowly ascend the rapid *Kongstrøm*, which intersects an old moraine, and enter (18 Kil. from Heen) —

***Lake Spirillen** (490 ft.; probably from *spira*, 'to flow rapidly'), 24 Kil. long, a beautiful sheet of water, surpassing the Randsfjord. The banks are well cultivated at places, and at others mountainous and severe. To the left rises the *Høgfjeld* (3240 ft.). The chief place on the W. bank is *Viker* or *Aadalen*, with a church, 8 Kil. to the W. of which rises the *Gyranfisen* (3540 ft.). On the E. bank lies the gaard of *Engerodden* (skyds-station). Passing the *Ramberg* (1680 ft.; left), the steamer comes in sight of the church of —

Næs, or *Næsmoen*, at the head of the lake, with its wild mountain-background.

To the W. of Næs opens the *Hedal* or valley of the *Urulen-Elv*, through which a rough road ascends to (22 Kil.) *Ildjarnstad*, with an interesting timber-built church. According to tradition the whole population of this valley died of the plague in 1349-50. When the church was afterwards discovered by a hunter, he found a bear installed by the altar, in proof of which a bear's skin is still shown. Similar traditions exist elsewhere in Norway and Denmark. — From Ildjarnstad a path crosses the fjeld to *Tolleifsrud* (14 Kil.), near *Dokken* (see below).

When the water is low, the steamer stops at Næs. In this case we cross the Bægna to (10 min.) —

Granum (skyds-station; good quarters), where we spend the night. Or we drive the same evening to Sørum or further.

Going on from Næs by road, we first drive through monotonous wood. On the left the precipitous *Bjørnbratbjerg*, on the right the Bægna. Beyond the wood are the farms of *Haraldshaugen*, with a fine view of the valley. On the right towers the imposing *Valdershorn*, on the left the *Sørumfjeld*. We cross the boundary between the Buskerudsamt and the Christiansamt. The mutilated birches here have been stripped of their foliage to provide fodder for the cattle. The road passes *Strømmen*, prettily situated above the Bægna.

11 Kil. (from Næs) **Sørum** (skyds-station; good quarters), 56 Kil. from Heen, is the terminus of the steamboat, water permitting. To the right lies the gaard of *Hougsrud*, one of the largest in Valders. Farther on, to the left, is the *Tolleifsrudkirke*, where the road to Ildjarnstad diverges (see above). We now reach *Dokken i Søndre Aurdal*. To the left diverges the old road, now a sæter-track only, to the Hedal (see above); and on the same side we pass the huge rocky *Morkollen*. From the left, farther on, descends the *Muggedals-Elv*. Scenery picturesque, particularly at —

18 Kil. *Garthus* (middling quarters). To the left rises the *Tronhusfjeld*, on the right the *Fonhusfjeld*. Beyond the (5 Kil.) gaard of *Storsveen* we cross the *Høleraa*, and then skirt the *Svartvikfjeld*, with its 'giant cauldrons'. We now enter the basin of *Bang i Søndre Aurdal*, with its numerous farms, its church, and parsonage, all on the left bank of the river. A good road, passing *Kræmmermoen* (good quarters at Christensen's), leads thence to *Gravdal* and *Sveen* (11 Kil.; see p. 47).

17 Kil. *Fjeldheim* (fair quarters), close to the beautiful *Storebrufos*, formed by the Bægna.

On the left, farther on, rises the pointed *Hullekolle*, at the base of which is the old timber-built church of *Reinlid*, the road to which (1 hr.) diverges to the left before the Bægna is crossed. Our road crosses the bridge and ascends to the left, while a road to the right leads to Kræmmermoen, Bang, and Sveen. The new road, completed in 1891, avoids the steep hills of the *Jukamsklev*. At the top of the hill we obtain a striking view of the broad valley of Valders, with the rapid Bægna far below, and in the background the snow-mountains of Jotunheim (p. 139). High up on the right we observe the road which crosses the wooded *Tonsaas* from Gravdal (p. 47), with which our road unites further on, about 2 M. before we descend to —

16 Kil. **Frydenlund** (**Station)*, on the Randsfjord route (p. 48).

b. By the Randsfjord to Odnæs and thence by carriage to Lærdalsøren.

446 Kil. Railway from Christiania to *Randsfjord*, 142 Kil. (Com. I): express in 4¾ hrs. (fares 7 kr. 40, 4 kr. 60 ø.); ordinary train in 6-6½ hrs. (fares 6 kr. 85, 4 kr. 20 ø.). — Steamboat (Com. 320) from Randsfjord to *Odnæs*, 72 Kil., once or twice daily in 5 hrs. (fares 4 kr., 2 kr. 80 ø.). — Road from Odnæs to *Lærdalsøren*, 216 Kil. (pay for 232), with fast stations; charges according to tariff III. For the whole distance a carriole costs about 45, a stolkjærre for 2 pers. about 65 kr. — A carriage and pair for 2-4 persons costs 100-135 kr., with an additional fee of 4-6 kr. (Return carriages are sometimes to be met with at two-thirds of these charges.) A distinct bargain should be made, both as to the fares and the hours of starting, halts for dining, etc.

Diligence three or four times a week between Odnæs and Lærdalsøren (Com. III, B). Fare 34 kr., including 44 lbs. of luggage; overweight, which must be paid for, strictly limited to 44 lbs. more. When seats are engaged by 2, 3, or 4 persons of the same party the fares are 65, 80, or 100 kr. only. Extra-diligence (carriage with one or two horses) may be ordered for at least two persons at Odnæs or at Lærdal four days beforehand. In the height of the season the diligences are often full, and the inns where they stop are crowded. To secure seats it is advisable to write to *Captain Larsen* at Randsfjord or to *Hôtelier Lindstrøm* at Lærdalsøren, enclosing the fare; but tickets are usually obtainable on board the Randsfjord steamer or at Odnæs. Enquiry may also be made at the Tourist Offices at Christiania. The diligence travels fast, the fares are moderate, and meals and beds are kept in readiness for the passengers; but these advantages are more than counterbalanced by the loss of independence and diminution of comfort.

As almost all the stations are good, the traveller may divide his journey in any way he pleases, but he should carefully avoid those stations where diligence-passengers spend the night (consult Com.: at present, going, 1st night at Tomlevolden, 2nd at Løken, 3rd at Nystuen; returning, 1st at Nystuen, 2nd at Fagernæs). After arriving at Odnæs in the evening it is possible to drive on to Tomlevolden or even to Sveen in the long twilight. — Beautiful scenery almost all the way, particularly between Frydenlund and Blaaflaten (143 Kil. or 89½ M.), which will even reward the pedestrian. As the distances, however, are great, the traveller had better reserve his walking powers for the ascent of the Stugunøs at Nystuen (p. 51) and for the part of the road between Hæg and Blaaflaten (pp. 51, 52).

Railway from Christiania to *Randsfjord*, see R. 3.

Randsfjord Station (*Inn, R. 1 kr. 20, D. 1 kr., B. 80 ø.) lies on the left bank of the *Rands-Elv*, at its efflux from the Randsfjord.

A bridge crosses the broad river to *Kokkerstuen* or *Hadelands Glasværk*. The pier is close to the station.

The **Randsfjord** (440 ft.), 70 Kil. long and 1-4 broad, is bounded on the E. by the fertile and populous *Hadeland*, and on the W. and N. by *Valders* and *Land*. The banks, rising gradually to a height of 2000 ft., well cultivated at places, and wooded at the top, are somewhat monotonous. Being narrow the lake resembles a broad river. The steamer (good restaurant) reaches *Odnæs* in 5-5$^1/_2$ hrs., stopping at ten stations on the way.

Odnæs (**Hotel Odnæs; Hotel Waarnæs*, small) lies at the N. end of the Randsfjord, and $^1/_2$ M. from the pier. To the N. of Odnæs, on the high-road from Lake Mjøsen (diligence daily to Gjøvik; see p. 55), lies (3 Kil.) *Framnæs* (*Inn; carriages at the pier). Travellers sleeping here or at Odnæs should leave very early next morning in order to get the start of the stream of tourists, and should avoid spending the night at the same places as the diligence.

The road follows the N. bank of the *Etna-Elv*, which feeds the Randsfjord, and crosses the *Dokka*, an affluent on the right. Thriving farms and beautiful birches, but scenery rather tame.

17 Kil. **Tomlevolden** (**Station*, good and reasonable; landlord speaks English), in the district of *Nordre Land*, is a good specimen of a Norwegian farm-house, with its 'Stabbur' (storehouse) and other roomy outbuildings. — About 7 Kil. from Tomlevolden the road crosses the Etna-Elv by a bridge, which affords a fine view of the Etnadal, and begins to ascend the wooded *Tonsaas* (2300 ft.), with a level plateau on the summit, which separates the valleys of the Etna and the Bægna (p. 44). A little beyond the bridge we cross the boundary between Hadeland (p. 46) and *Valders*. About halfway between Tomlevolden and Sveen is a new inn, *Plads Trondhjem*.

17 Kil. (pay for 18) *Sveen* (poor station) is beautifully situated on the N.E. side of the Tonsaas. The road ascends through fine forest-scenery, affording picturesque views of wooded ravines, to **Gravdal** (1970 ft.; **Tonsaasen's Sanatorium*, a hydropathic and hotel; pension 115-170 kr. per month; for shorter time 4$^1/_2$-6$^1/_2$ kr. per day; post and telegraph station, with telephone to Frydenlund and Fagernæs), 3 Kil. above Sveen, a favourite summer resort, with beautiful walks. A little to the W. lies the *Hotel & Pension Breidablik*. [A road to the left leads to *Bang i Søndre Aurdal*, p. 45.]

We soon reach the wooded summit of the Tonsaas and pass two swampy lakes. To the N. a fine view of *Bruflat* in the Etnadal. Then a gradual descent. On emerging from the forest we obtain a *View of the beautiful and partially wooded valley of Valders, with the Strandefjord running through it, and the snow-capped Jotunheim Mts., Galdebergstind, and Turfinstinder in the background (p. 138). The road soon reaches the *Bægnadal* and joins the Spirillen road (p. 46), about 2 M. above —

18 Kil. (pay for 23) **Frydenlund** *i Nordre Aurdal* (**Station; Hôtel Sofielund;* telephone), beautifully situated on the old road, to the left, 20 yds. below the new. The Foged, or chief administrative official, the Sorenskriver, or local judge, and the Lensmand, or chief constable, reside here. Close by is the church of *Aurdal.*

The road, now nearly level, runs high above the Bægna, partly through wood, and partly through cultivated land, and soon reaches the *Aurdalsfjord*, with its numerous islands, from which the Bægna issues. On its S. (right) bank, 6 Kil. from Frydenlund, lies *Pension Hove* (70 kr. per month). Another fine view at *Onstad.* The road passes the *District Prison.* On the other side of the broad valley is the *Aabergsbygd*, watered by the *Aabergs-Elv*, which forms the *Kvannefos.* To the right, farther on, is a fine waterfall, called *Fosbraaten*, and to the left is heard the roar of the *Vaslefos*, a fall of the Bægna. We now reach the beautiful **Strandefjord** (1170 ft.), a narrow lake 12 M. long, through which the Bægna also flows.

13 Kil. **Fagernæs** *i Nordre Aurdal* (**Hôtel Fagernæs*, with baths; landlord speaks English; R. 1 kr. 20 ø., B. or S. 1 kr.; telephone) lies on the N. bank of the lake, at the influx of the *Næs-Elv.* A few paces farther on is the **Hôtel Fagerlund* (1245 ft.; R. 1 kr. 50, D. 1 kr.). This is a charming spot for some stay, and the names ('fair promontory' and 'fair grove' respectively) are appropriate. Shooting and fishing are obtainable, but the hotels are often full. Skyds to be had at both hotels. — To *Jotunheim*, see p. 136.

The road crosses the *Næs-Elv*, with its pretty cascades, and follows the bank of the Strandefjord, passing the churches of *Strand* or *Svennæs* and (about 10 Kil. from Fagernæs) *Ulnæs.* Near Ulnæs a long bridge crosses to the opposite bank of the Strandefjord, from which, by the farm of *Stende*, a path leads to Viko in the Hallingdal (p. 40). To the W. rise the snow-mountains on the Vangsmjøsen and several of the Jotunheim peaks.

The upper part of the Strandefjord, above the bridge of Ulnæs, is called the *Graneimfjord.* The road gradually ascends to —

15 Kil. **Fosheim** (**Hotel*, with baths). The lake narrows to a river, the Bægna, which is crossed by the route to the *Fosheim Sæter* (p. 41; $1^1/_2$-2 hrs.).

The **Aalfjeld** (3362 ft.), which is ascended from Fosheim in 4-5 hrs. there and back (guide unnecessary; horse 4 kr.), commands a fine view of Valders, Hallingdal, and Jotunheim. We cross the bridge and climb to the right through wood.

Beyond the church of *Røn* the river expands into the *Slidrefjord* (1200 ft.), whose N.E. bank the road skirts. About 9 Kil. from Fosheim we reach the beautifully situated church of **Vestre Slidre** (1255 ft.), which commands a fine view of the lake. A road diverging here to the right crosses the *Slidreaas* to *Rogne* in *Østre Slidre* (p. 136). A few hundred paces beyond the church a gate and private road to the right lead in 5 min. to **Ølken** (1400 ft.; **Hotel and Pension*, $3^1/_2$ kr. per day), a farm-house converted into an inn, beautifully situated on the hill. As this is a favourite summer and health resort, it is generally crowded in summer. The 'Distriktslæge', or physician of the district, lives on the high-road near. Horses and carriages to be had. *Einang's Hotel*, at *Volden*, and the *Pension Husaker* are also favourite resorts.

14 Kil. **Løken** (*Ødegaard's Hotel*, landlord speaks English) is finely situated near the W. end of the Slidrefjord.

Interesting excursion of about 3 hrs. to the top of the **Hvidhøfd* ('white head'; 3360 ft.; horse 2 kr.), a peak of the Slideraas (see above). The view embraces the valleys of Vestre and Østre Slidre, the Bitihorn, and the snow-mountains to the N. of Lake Bygdin and the Vinstervand. A few hundred paces farther rises the **Kvalehøgda*, where an admirable survey of the whole of the Bygdin range, the Vangsmjøsen, and the Hallingdal mountains to the S. is enjoyed.

Farther on we pass the church of *Lomen*. The road runs mostly through wood, on the left bank of the Bægna, which about 6 Kil. beyond Løken forms a fine fall called the *Lofos*. We then cross the Bægna and pass *Vangsnæs Hotel*. — Comp. the *Map*, p. 134.

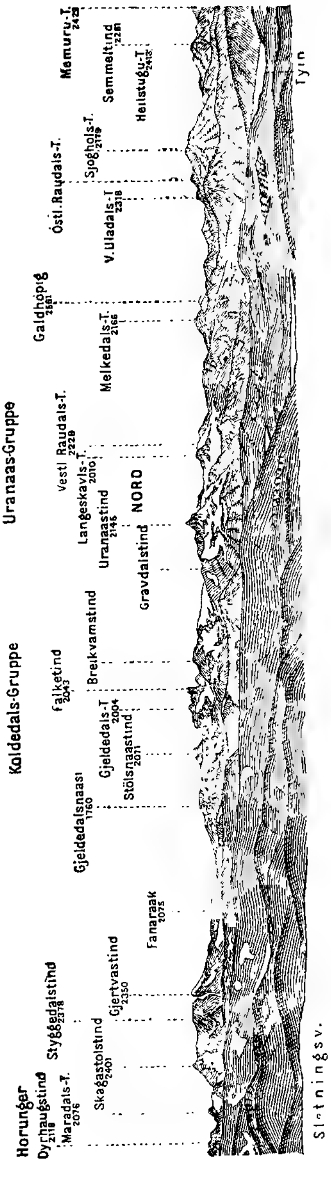
15 Kil. *Øilo* (1475 ft.; *Station, civil landlady) is a resort of artists, lying close to the ***Vangsmjøsen** (1535 ft.), a splendid Alpine lake, 19 Kil. long. The road follows the S. bank of the lake to the *Gaard Kvam*, and passes through the **Kvamsklev** ('ravine cliff'), a gallery hewn in the *Hugakolle*. In spring and autumn the road is sometimes endangered by falling rocks. At the worst point it is protected by a roof. Grand survey of the lake. On the right rises the *Vednisfjeld*, on the left the *Grindefjeld* (see below), and opposite us the *Skjoldfjeld*. To the N. is the *Drøsjafos*. A little farther on, to the left of the road, is *Tune i Vang*.

10 Kil. **Grindaheim** (**Vang Hotel*, kept by Ole For; **Hôtel Fagerlid;* English spoken at both) is beautifully situated on the Vangsmjøsen, just beyond the *Church of Vang*, which replaces the old *Stavekirke* ('timber church'), purchased by Frederick William IV. of Prussia in 1844 for 320 kr. and removed to the Giant Mts. in Silesia. A stone in front of the church bears the Runic inscription: '*Gosa sunir ristu stin thissi aftir Gunar*' ('the sons of Gosa erected this stone to the memory of Gunar'). To the S. rises the huge *Grindefjeld* (5620 ft.; ascent in about 4 hrs.). — The road continues to skirt the lake, passing the church of *Øie*, near which is the beautiful *Eltonfos*. Opposite rises the imposing N. bank of the lake, on which tower the conspicuous *Skudshorn* (5310 ft.), of which a phenomenon similar to that seen on the Lysefjord, p. 89, is recorded, and the *Skjørefjeld* (5115 ft.).

From Øie a mountain-path, passing to the S. of the *Kvamenøs* (3900 ft.) and the *Borrenøs* (4870 ft.; may be ascended from the path), and skirting the S. bank of the *Utrovand*, leads to *Nystuen* (p. 50) in half-a-day.

The road now ascends from the Vangsmjøsen to the small *Strandefjord* (1675 ft.), which it skirts (not to be confounded with the Strandefjord lower down, p. 48). At the end of the lake is *Kasa*.

From Kasa a path leads to the *Jonsgaard-Sætre* (4385 ft.), and thence to the N.W. by the *Svindal*, passing the *Fagersætnøs* (4775 ft.) on the right,


Memuru-T.
Semmeltind
Heilstugu-T.
Sjogholt-T.
Östl. Raudals-T.
V. Uladals-T. 2318
Galdhöpig 2561
Melkedals-T. 2166
Uranaas-Gruppe
Vestl. Raudals-T. 2228
Langeskavls-T. 2010
Uranaastind 2145
NORD
Gravdalstind
Koldedals-Gruppe
Breikvamstind
Falketind 2043
Gjeldedals-T 2004
Stölsnaastind 2011
Gjeldedalsnaasi 1760
Fanaraak 2075
Gjertvastind 2350
Styggedalstind 2378
Skagastolstind 2401
Horunger
Dyrhaugstind 2118
Maradals-T. 2076
Tyin
Slettningsv.

to the *Øiangensjø* and *Steinbusjø*, and through the *Gjeismusdal* to *Lake Tyin* (*Tvindehaugen*, p. 139): a good day's walk (guide 4 kr.).

Beyond the Strandefjord the scenery becomes wilder. A few farms are now seen on the sunny (N.) side of the valley only.

17 Kil. **Skogstad** (1885 ft.; **Station*), a few min. to the right of the road, beyond the stream, is a good starting-point for *Jotunheim* (R. 22).

By making a digression from the high-road at Skogstad (about 3 hrs.; guide necessary) we obtain a magnificent *View of Lake Tyin and the ice-clad mountains of the Koldedal and Melkedal. The path leads on the hill rising towards the N., passes the farms of *Opdal*, *Elbjørg*, and *Flaten*, and crosses the *Horntind* (5185 ft.; panorama in the 'year-book' of the Norwegian Tourist Club for 1884), and descends to the S. to the *Opdalstøle* or to the *Hagesæt-Sæter* in the valley of the *Bjørdøla*. We cross this stream and proceed to the high-road to Nystuen.

The new road, completed in 1891, ascends in large windings. The landscape bears the melancholy stamp of the Norse fjelds. About halfway to Nystuen, on this side of the *Bøsæter*, a bridle-path diverges to Lake Tyin (p. 138), crossing the Bjørdøla. To the S., as we near Nystuen, rises the *Borrenøse* (4240 ft.); to the right the Stugunøse. The road then leads high above the *Utrovand* to —

11 Kil. (pay for 17) **Nystuen** (3250 ft.; *Hotel*, a large, new timber-built house, R. 1 kr. 50 ø., B. 1, S. 1 kr.), originally a Fjeldstue, or hospice, built by government, situated on the barren *Fillefjeld*, above the N. bank of the Utrovand, and one of the best starting-points for a visit to *Jotunheim* (R. 22). Travellers who do not intend to visit Jotunheim should not omit to

ascend the ***Stugunøse** (4825 ft.; $1^3/_4$ hr. from Nystuen, 4 hrs. there and back). We may either follow the brook to the W. of the station and then go towards the E., or ascend from Nystuen direct (somewhat steep). In either case a guide is unnecessary. The summit commands a splendid survey of the Jotunheim range, of which the annexed sketch, after E. Mohn's Panorama published by Beyer of Bergen ($2^1/_2$ kr.), will convey an idea. Farther to the left, above the lower hills, several peaks of the Horunger are also visible, particularly the Austabot-Tind with its glacier. Farther to the right, beyond the Skinegg, are seen the snow-mountains to the N. of Lakes Gjende and Bygdin, the latter finely grouped, from the Sletmarkpig to the Turfinstinder and the Kalvaahøgda.

From Nystuen to Aardal (12-13 hrs.; guide desirable). The bridle-path, very bad at places, ascends, gradually at first, leading between two small lakes, to the watershed of the *Fillefjeld* ($4^1/_2$-5 hrs.; extensive view). In descending towards the N. we pass the *Sletterust*, a fisherman's hut to the W. of the *Torholmenvand*, through which the *Aardøla* flows. (From Sletterust to Breikvam and Eidsbugarden, see p. 152.) We then descend the sæter-track along the Aardøla to *Moen*, and row in $1^1/_2$-2 hrs. to *Aardal* (see pp. 152, 130).

Beyond Nystuen the road reaches its highest point (3294 ft.). By the *Kirkestølsæter* the old road diverges to the left, passing the imposing *Suletind* (5805 ft.), and rejoins the new road near Maristuen. Lapps with several hundred reindeer are often seen on the slopes of the Suletind. The new road descends from Kirkestøl through the monotonous *Smeddal.* Beyond the *Grønlidsæter* we pass a column which marks the boundary between Østenfjeldske and Vestenfjeldske Norge, and enter the Stift of Bergen. The road then skirts the *Fillefjeldvand* or *Upper Smeddalsvand* and the *Smeddalsvand* (3085 ft.), with the *Sadel-Fjeld* rising opposite, ascends to the *Brusesæter* (3240 ft.), and descend thence, partly through birch-plantations, above the foaming *Læra*, to —

17 Kil. (pay for 22 in the reverse direction) **Maristuen** (2635 ft.; **Knut Maristuen's Hotel*, R. $1^1/_2$, B. $1^1/_4$, S. $1^1/_4$ kr.), the second 'Fjeldstue' on the Fillefjeld, originally founded as an ecclesiastical hospice in 1300. Notwithstanding its height, the more genial climate of the W. coast begins to be perceptible here. The scenery is still wild. Between this point and Hæg the road descends 1150 ft., and traverses a grand ravine. At *Børlaug*, about 4 Kil. above Hæg, the Hallingdal route, crossing the river by a bridge, joins our route on the left (p. 41).

13 Kil. (pay for 17) **Hæg** (1480 ft.; *Hotel*, well spoken of).

The ***Lærdal**, one of the most superb valleys in Norway, begins here. We now descend this valley to Lærdalsøren. The finest parts are between the church of Borgund and Gaard Sæltun. Between Hæg and Borgund the road is nearly level, traversing the former bed of a lake. At the S. end of this basin rises the **Vindhelle**, a huge rocky barrier, through which the Læra has forced a passage The new road, completed in 1872, leads through this ravine. At various periods no fewer than four different old roads, still traceable, once crossed the Vindhelle itself. After having seen the entrance to the gorge, with the beautiful *Svartegelfos*, the grandest point, walkers should follow the old road over the Vindhelle, which is only half as long as the road through the gorge.

Just before the road descends into the ravine, it passes the **Hôtel Kirkevold* (D. 1 kr. 80 ø.) and the curious ***Church of Borgund** (key at the inn; 1-2 pers. 40, each pers. more 20 ø.), which is now only kept up as a relic of antiquity. This fantastic-looking '*Stavekirke*', dating from the 12th cent., shows the original character of this kind of church better than any other in existence, particularly in respect of its want of windows. When the doors are shut the interior is in total darkness. Every part of it is interesting: the external passages, the numerous gables, the shingle-covered roofs and walls, surmounted with dragons' heads, and the lofty portals with elaborate ornamentation (entwined snakes, etc.). On the W. portal are the Runic inscriptions: — *Thorir raist runar thissar than Olau misso* (Thorer wrote these lines on St. Olaf's fair), and *Thittai kirkia a kirkiuvelli* (This church in the church-ground). The belfry is old, but was partly restored in the 17th cent.

13 Kil. **Husum** (1070 ft.; **Hotel*). The *Lærdalselv* here forms the small cascade of *Holgruten*. The road soon enters another grand ravine, which the old road avoided by traversing the dangerous *Galder* ('cliffs', 'steep slopes') to the right. Our road crosses the boisterous river by the *Nedre Kvammebro* and skirts the overhanging rocks close to its bank. The water-worn rocks show distinctly how much higher the bed of the river must once have been. At one point, not far below Husum, the old bed of the stream has been utilised for the passage of the road, for which part of a 'giant cauldron' has been hewn away, while the torrent is now 100 ft. below. On the N. side of the ravine are *Gaard Galderne* and the *Store Soknefos*.

As soon as the ravine expands we come in sight of *Gaard Sæltun*, situated on a huge mass of avalanche debris *('Skred')*. The road crosses the Lærdals-Elv by the *Sæltunbro* and follows its right bank. It then intersects the deposits of the *Jutul-Elv* and traverses a broader part of the valley, from which the *Opdal*, closed by the snow-clad *Aaken* or *Okken* (5685 ft.; grand view; guide in Husum), diverges to the S.E. Several old moraines are passed.

15 Kil. *Blaaflaten* (Hotel) lies a little to the left of the road, which is tolerably level for the rest of the way. The valley is still enclosed by lofty mountains, but the scenery is less interesting. Beyond the *Bøfos*, a waterfall on the left, the road crosses the river and passes the church of *Tønjum*, with its old carved

woodwork. By the farms of *Æri* the valley suddenly trends towards the N.; looking back, we obtain another view of the Aaken, with its peculiar crest. Traces of many landslips and avalanches (*'Skred'*) are observable here. Lastly the valley turns towards the W. On the right, near *Øie*, is the fine *Stønjumsfos*, which descends in two falls from the *Veta-Aas* and *Høgan-Aas*.

11 Kil. **Lærdalsøren**, see p. 129.

8. From Christiania by the Gudbrandsdal to the Moldefjord.

482 Kil. Railway from *Christiania* to *Eidsvold* (Com. A), 68 Kil.; express in $1^3/_4$ hr. (fares 6 kr. 10, 5 kr. 10, 2 kr. 90 ø.), ordinary train in $2^3/_4$-$3^1/_4$ hrs. (fares 4 kr. 80, 3 kr. 20, 1 kr. 60 ø.). The traveller may go on to Hamar by railway, but this is not recommended. — Steamboat daily from Eidsvold to *Lillehammer* (Com. 310), 105 Kil., in $6^1/_2$-7 hrs. (fares 5 kr. 60, 3 kr. 70 ø.). Good restaurant on board. — Road from *Lillehammer* to *Næs*, 274 Kil., with fast stations regulated by tariff III. (comp. also p. 46). A carriole for the whole drive from Lillehammer to the Moldefjord costs about 51, a stolkjærre about 71 kr. For a carriage and pair, for 2-4 persons, 150-200 kr., and a fee of 5-6 kr., are usually charged. (Return carriages before or after the height of the season, at two-thirds of these charges.) A distinct bargain as to fare, stopping-places, etc., should be made beforehand.

Diligence twice weekly from Lillehammer to Næs (Com. III, A; see also remarks at p. 46), in 3 days; fare 40 kr., including 44 lbs. of luggage (overweight strictly limited to 44 lbs. more); for 2, 3, 4 persons of one party 76, 100, 130 kr. It is advisable to write and pay for seats at least three days beforehand; but tickets may generally be obtained from the captain of the Mjøsen steamer, at the Victoria Hotel at Lillehammer, and the Bellevue Hotel at Aandalsnæs (p. 185). Enquiry may also be made at the tourist offices at Christiania.

Those who do not travel by diligence should carefully avoid the places at which it puts up for the night (at present Breden and Læsje Verk going, and Holaaker and Moen returning). Best quarters at *Fossegaarden*, *Skjæggestad*, *Listad*, *Laurgaard*, *Toftemoen*, *Domaas*, *Holsæt*, *Stuefloten*, *Ormeim*, and *Næs*. — The scenery becomes grander as we travel westwards. Finest parts for walking between *Stuefloten* and *Ormeim* and between *Flatmark* and *Næs*.

Christiania, see p. 1. As the train leaves the station, we obtain a fine view of Christiania and the fjord to the left, and of the Egeberg and the suburb of Oslo to the right. 4 Kil. *Bryn* (260 ft.); 11 Kil. *Grorud* (420 ft.); 18 Kil. *Strømmen* (485 ft.).

21 Kil. *Lillestrømmen* (355 ft.; Rail. Rest.), junction for Kongsvinger and Stockholm (see p. 74). The railway from this point to Eidsvold, constructed in 1851, is the oldest in Norway. Scenery unattractive; but at *Frogner* (405 ft.) and *Kløften* (545 ft.) we get a glimpse of blue mountains to the W. Beyond *Trygstad* (666 ft.) a gravelly region, scantily wooded. At *Dal*, with its pretty villas, the scenery improves. Two tunnels.

68 Kil. **Eidsvold** (410 ft.; *Rail. Rest.*; **Jernbane Hotel*, at the station). Passengers by the morning train from Christiania go at once on board the steamboat, which starts $^1/_4$-$^1/_2$ hr. later. If time

permit, they may visit the *Eidsvoldbad* and the *Bautasten* (monument, by the church) of *Henrik Wergeland* (d. 1845), the poet, and the discoverer of the spring. Both lie on the right (W.) bank of the *Vormen.*

Pleasant walk to *Eidsvoldsverk*, about 6 Kil., where the Norwegian constitution ('Norges Riges Grundlov') was adopted in 1814. The building, originally a farm-house, has been purchased by government and embellished with portraits of members of the first diet.

Railway to *Hamar* and *Trondhjem*, see p. 70.

The Steamboat at first ascends the broad and clear *Vormen*, which issues from Lake Mjøsen and falls into the Glommen. Large tracts of glacier debris are passed on both sides. At (8 Kil.) *Minne* (rail. stat., p. 70), where a bridge crosses the Vormen, the steamer reaches the lake.

Lake Mjøsen (405 ft.), the largest lake in Norway, which has been called 'Norway's inland sea', is 100 Kil. (62 M.) long and at its broadest part 15 Kil. ($9^1/_2$ M.) in width, and forms a convenient highway between the districts of *Gudbrandsdalen* and *Hedemarken* to the N. and E., and those of *Toten* and *Øvre Romerike* to the W. and S. Like many of the Swiss lakes, Lake Mjøsen is very deep at places (1575 ft. near the S. end), and it is a curious fact that the lowest part of its bed is 1170 ft. below the sea-level. The scenery is of a soft and pleasing character. The banks present an almost unbroken succession of fields, woods, and pastures, studded with farm-houses and hamlets, but will perhaps seem monotonous if the traveller goes all the way from Eidsvold to Lillehammer in one day. The Hunner-Ørret is an esteemed kind of trout peculiar to Lake Mjøsen.

The first stations at which the steamer calls are *Bjørnstad* and *Stigersand* on the W. bank, at the foot of the *Skreifjeld* (2300 ft.). As a rule the hills enclosing the lake are of moderate height. Opposite Stigersand is the deep bay of Tangen (p. 70). On the W. bank also lies *Trogstad-Panengen.* The vessel now steers to the N. across the lake, which here attains its greatest breadth, past the fertile *Helgeø* ('holy island'), into a broad bay on the E. bank. About 2 hrs. after leaving Eidsvold we reach —

Hamar (**Victoria*, *Jernbane Hotel*, both on the lake, near the pier and the railway-station), a town with 5100 inhab., seat of the Amtmand or governor of the district, and of a bishop, charmingly situated between two bays, the *Furnæsfjord* to the N. and *Akersviken* to the E. The latter is crossed by a long bridge. Hamar ('hill', 'headland') dates from 1152, when a bishopric was founded here by the papal nuncio Nicholas Breakspeare, an Englishman, afterwards Pope Adrian IV. From that period probably date the ruins of the *Cathedral* (1 M. to the N.W.), once a handsome edifice, of which four round arches of the nave alone are left. The old town was destroyed by the Swedes in 1567. The modern town, which dates as a municipality from 1848 only, has thriven greatly since the opening of the railway to Trondhjem (p. 70).

The steamer now steers towards the W., to the N. of the *Helgeø*, and touches at the church of *Næs*, opposite the island; then, on the W. bank, at *Smørvik*, and ($1^3/_4$ hr. from Hamar), at —

Gjøvik (**Gjøviks Hotel*, near the pier; **Victoria*, 100 yds. up the main street), the capital of Toten Fogderi, with 1400 inhab., situated at the mouth of the *Hunselv*, about 60 Kil. from Eidsvold and 40 Kil. from Lillehammer. Pleasing views of the lake and the Helgeø from the church of *Hun* (altarpiece by Frök. Asta Nørregaard) and other heights near the village.

From Gjøvik to Odnæs, 38 Kil., carriage-road with fast stations. Diligence daily (Com. III, C; fare $4^1/_2$ kr.), in connection with the early steamer from Eidsvold, stopping for the night at Granum, and reaching Odnæs next morning in time for the Randsfjord steamer; in the reverse direction it leaves Odnæs on the arrival of the Randsfjord steamer, passes the night at Mustad, and reaches Gjøvik in time for the early steamer on Lake Mjøsen to Eidsvold. — Carr. and pair 16 kr. — The road at first ascends rapidly, through extensive woods, to —

14 Kil. *Mustad* (1510 ft.; good station). The road traverses a nearly level plateau to —

14 Kil. *Granum* (1342 ft.; good quarters), situated a little to the right of the road. We then descend to the basin of the Randsfjord (p. 47). About halfway between Granum and Odnæs a direct road to (140 Kil.) Christiania diverges to the S. (left).

10 Kil. *Odnæs*, see p. 47.

Farther N. the lake gradually contracts. The steamer calls at *Heggenhaugen*, *Ringsaker* (with an old church containing a Flemish altarpiece of the 16th cent.), *Birid* (with a glass-foundry), and *Frengstuen*, and about $2^1/_4$ hrs. from Gjøvik reaches —

Lillehammer. — *Victoria Hotel, the skyds and diligence station, well situated, near the bridge over the Mesna (orders should be addressed to the landlord, *Hr. O. P. Krogsti*); *Madame Ormsrud, in the main street, on the left; charges at both, R. $1\text{-}1^3/_4$, B. or S. 1, D. 2 kr.; Johansen. — The pier is fully 1 M. from the hotels; omnibus there and back.

Shops. *F. Frisenberg*, E. side of main street, sells silver trinkets, etc. at moderate prices; carved meerschaum-pipes at *G. Larsen's*, opposite side.

Lillehammer (585 ft.), with 1800 inhab., is finely situated on the *Mesna*, about 180 ft. above the E. bank of Lake Mjøsen, and $^1/_2$ M. below the influx of the *Laagen*. The town is old, but has enjoyed municipal privileges since 1827 only. It is called Lillehammer ('little hill') to distinguish it from Hamar (p. 54).

The brawling *Mesna*, which flows through the town, forms several pretty falls $1\text{-}1^1/_2$ M. to the N.E., the finest being in the **Helvedeshøl*, or 'hell cauldron', near which is the *Niagara Bath House* (ascend side-street on S. side of the Mesna bridge, with the notice-board 'Til Mesna Bad', about 1 hr.). Pleasant walk of $^1/_2$ hr. to the S., passing the handsome *Latinskole*, to a bench on the road-side, commanding a fine view of the lake. To the E. stretches a vast tract of wild forest. The Mesna and the lonely *Mesna Lakes*, 7 M. to the E. (rough, and at places swampy path), afford good trout-fishing.

On the W. bank of Lake Mjøsen, opposite Lillehammer (ferry adjoining the pier), lies *Gaard Vingnæs*, a skyds-station, from which a road with fast stations leads to Gjøvik (p. 55).

The High-Road to the Moldefjord leads from Lillehammer to the N., at some height above the lake, and ascends the left (E.) bank of the *Laagen* or *Lougen* (p. xxvi). The valley of this river, with all its ramifications, is called the **Gudbrandsdal.** The inhabitants (*Gudbrandsdøler;* about 50,000) are a well-to-do and high-spirited race, among whom curious old customs still survive. According to Norwegian ideas the valley is well cultivated, but the arable land has been laboriously reclaimed by the removal of great quantities of stones, which are often seen in heaps on the road-side. The syllables *rud*, *rod*, or *ryd*, with which Norwegian names so often end, refer to the 'uprooting' of trees and removal of stones. The chief occupation of the natives is cattle-breeding. In summer most of them migrate with their herds to the sæters. The scenery is pleasing at places, but on the whole the valley is somewhat sombre.

About $4^1/_2$ M. from Lillehammer a road diverging to the left descends into the deep valley of the Lougen, crosses the stream, and ascends the Gausdal. It leads by (12 Kil.) *Diserud*, near which is the gaard *Olestad*, the property of the novelist Bjørnson, where we diverge to the left, and by (14 Kil.) *Sønstevold*, to (16 Kil.) **Gausdal Sanatorium** (about 2500 ft.; 42 Kil. from Lillehammer; reached either by skyds, or by an omnibus starting every morning from the Victoria Hotel, in 5 hrs., fare 8 kr.; pension from $5^1/_2$ kr. per day, 125 kr. per month; open 15th June to 1st Sept.). Pleasant walks. The *Skeidkamp* (3775 ft.; 1 hr.) and *Præstekamp* (4200 ft.; 2 hrs.) are very fine points of view.

The main road ascends the valley from Diserud to the fast stations of (15 Kil.) *Veisten*, (11 Kil.) *Mo* (well spoken of), and —

17 Kil. **Kvisberg** (good quarters), whence a somewhat fatiguing route of about two days leads to Gjendesheim (guide from Kvisberg or Vasenden, 3-4 kr. per day).

Good bridle-path from Kvisberg in $1^1/_2$ hr. to *Vasenden* on the *Espedalsvand* (2450 ft.; fair quarters). Boat across the lake in $3^1/_4$ hrs.; walk across the narrow isthmus ('Eid'), where there is an old nickel-mine, to the *Bredsjø.* Row past *Rytviken* (20 min. from which quarters may be had at the *Dalsæter*) to *Vestvolden* in 1 hr. Follow the course of the *Espa* across an isthmus to ($^1/_2$ hr.) the lake of *Olstappen.* Row in $^1/_2$ hr. to the inn on the *Haakaaø.* Cross another isthmus to the (1 hr.) *Slangsjø.* Cross it by boat and ascend through wood to the (1 hr.) *Hinøgleli Sæter.* Walk in $1^1/_2$ hr. to the picturesque *Flysæter*, and along the *Sikilsdalselv* in 2 hrs. more to the *Sikilsdalssæter* (about 3450 ft.; quarters). Row across the two *Sikilsdal Lakes;* cross a height, commanding a view of the Jotunheim snow-mountains, to the *Sjodal*, cross the *Sjoa*, and thus reach (5 hrs.) *Gjendesheim* (p. 142).

14 Kil. **Fossegaarden** (620 ft.; good quarters) is prettily situated above the Laagen, which here forms a fall called the *Hunnerfos*, where Hunnerørreter, or lake-trout (p. 54), are caught. The *Næverfjeld* (3575 ft.), a fine point of view, to the E., may be ascended hence in 2 hrs.

The road threads a narrow ravine through which the Laagen has forced its passage. On the left rises the *Dreshula*, a picturesque rock. The vegetation is very rich. — The peasants here wear red caps ('Topluer') and carry a peculiar kind of pannier on their backs ('Bagmeis').

17 Kil. *Holmen i Tretten* (640 ft.; good quarters). From *Formo*, a little farther on, we obtain, to the E., a view of the snow-capped peaks of the *Róndane* (p. 71). Between Formo and Kirkestuen lies *Lake Losna*, abounding in fish. Scenery still attractive.

16 Kil. **Kirkestuen** *(*Station)*, near the church of *Fodvang*. On the left rises the picturesque *Kiliknappen* (3485 ft.), to the right *Djupdalsknappen* (3735 ft.). Near Kirkestuen the height of an inundation ('Flom') in June, 1860, is marked on the rocks. The road passes between the abrupt and fissured *Elstadklev* and the *Rottaasbjerg*, a similar rock opposite. Numerous snow-ploughs ('Sneplouge') on the road-side.

12 Kil. **Skjæggestad** *(*Station)*, finely situated. On a hill to the right stands the old church of *Ringebo*. The *Klinkenberg* (3080 ft.) is a fine point of view (6-8 hrs. there and back; horses at the station).

From Skjæggestad a lonely path leads to (1 day) *Solliden* and the **Atnevand* (a day's journey); thence either by *Foldal* to *Jerkin* on the Dovrefjeld (p. 67); or down the valley of the *Atne-Elv* to *Atna* (p. 71).

The valley becomes marshy. On the right we pass the *Vaalhoug* and a bridge over the *Vaala-Elv* (fine view). At *Steig*, on the left, once resided the 'Foged' *Lars Gram*, the leader of the peasants who annihilated the Scottish invaders under Col. Ramsay (p. 58). Farther on, to the left, is the gaard *Huntorpe*, once the seat of *Dale Gudbrand*, the powerful heathen opponent of St. Olaf. Beyond it is the gaard *Hove*, once a heathen place of sacrifice. Near it are several barrows ('Kæmpehouge').

14 Kil. **Listad** (**Station ; *Gaard Lillehove*, a little farther on), near the church of *Søndre Frōn*, prettily situated. The road descends gradually to the Laagen, which soon becomes a mountain-torrent, and about 8 Kil. beyond Listad, near the gaard *Solbraa*, forms the fall of *Harpefos* (not visible from the road).

10 Kil. **Moen** *(*Station)*. About 3 Kil. farther on is the private station of *Byre*, with an inn. A road crosses the Laagen here and leads to *Kvikne*.

The scenery becomes wilder and grander. The valley turns to the N., and, beyond the gaard *Vik* (good quarters), to the W. To the left, about $^1/_2$ M. on this side of Storklevstad, is a monument to Capt. Sinclair (p. 58).

11 Kil. **Klefstad,** or *Storklevstad* (well spoken of), near the church of *Kvam* (870 ft.). A poor district, with stunted pines and birches; fields irrigated by cuttings; cottages ('Stuer') roofed with turf. The large slabs of slate often seen in this district are chiefly used for the drying of malt. The road ascends to a height of 450 ft. above the Laagen. Opposite, the *Sjoa* falls into the Laagen.

The Road to the Sjodal ascends to the church of *Hedalen* and (25 Kil. from Klefstad) **Bjølstad**, an interesting old gaard, the owner of which claims to be of royal descent. The next stations are *Snerle* and (24 Kil.) *Sørum* (p. 61).

The road now passes the large district-prison.

16 Kil. **Bredevangen** (**Station*), beautifully situated. The background of the Alpine picture is formed by the *Formokampen* (4835 ft.).

On the left is the mouth of the green and copious *Ottaelv*, the valley of which is ascended by the road described in R. 9. On the right, about halfway between Bredevangen and Moen, is the steep hill of *Kringlen*, which was formerly crossed by the old road. On 26th August, 1612, when Col. Ramsay and Capt. Sinclair with 900 Scottish auxiliaries, who had landed a few days before at the Klungenæs on the Romsdalsfjord, were trying to force their way through Norway to join the Swedes, then at war with the Norwegians, they were intercepted by an ambush of 300 Norwegian peasants at this spot. The natives had collected huge piles of stones and wood on the hill above the road, which they hurled down on the invaders. Most of the ill-fated Scots were thus destroyed, and almost all the survivors were put to the sword. [See p. lxviii; also Thomas Michell's 'History of the Scottish Expedition to Norway in 1612' (London, T. Nelson & Sons), and Laing's 'Norway'.] A tablet in the rock to the left, with the inscription, '*Erindring om Bøndernes Tapperhed*', commemorates the 'peasants' bravery'.

8 Kil. *Moen i Sel* (tolerable) lies at the confluence of the Laagen with the *Ula*, which descends from *Lake Ula* at the foot of the *Róndane* (p. 71), and forms the *Daanofos* ('thunder-fall') close to the road. Half-an-hour's walk up the Uladal is recommended. The curious wall of the churchyard of *Sel* is built of slate, and most of the old tombstones are of 'Klæbersten' or soapstone.

We pass several deposits of debris ('Skred'), the largest of which is near Laurgaard. We cross the river to Laurgaard, and recross it on our onward journey.

10 Kil. **Laurgaard** (1040 ft.; **Station*, good cuisine). A mountain path diverges here to the left to Sørum (p. 61).

A bridle-path, which diverges from the road to the right, a little before it crosses the bridge in the Rusten Ravine, leads to (11 Kil.) the *Høvringen Sæter*, fitted up as an inn, and owned by the station-master at Laurgaard. The *Formokampen* (see above) is ascended hence.

The road leads through a *Ravine of the Laagen, which has forced its passage through the rocky barrier of *Rusten*, and descends in a series of rapids and cataracts. The grandest point is at the **Bridge* which carries the road to the right bank of the river, about 2 M. from Laurgaard. The traveller should walk to the bridge, and order his vehicle to meet him there. Beyond the ravine we enter an Alpine valley, in which cultivation almost ceases. The grass is irrigated by means of runlets. On the right rises the *Rustenfjeld*, on the left the *Kjølen*, a huge mountain-range between the Lessø Valley and Vaage. As late as July large patches of snow are seen by the road-side. The broad floor of the valley is covered with debris, partly overgrown with stunted pines.

12 Kil. **Brændhougen** (1555 ft.; **Station*) belongs to the parish of Dovre. The *Jetta* (5425 ft.), rising to the W., affords a fine view of the Dovrefjeld, the Róndane, and Jotunheim.

We cross the Laagen by a new bridge, and soon pass the church of *Dovre* (1550 ft.), which Prof. Forbes calls a singular and ugly structure ('Norway', p. 11), situated on an ancient moraine. The farms are nearly all on the sunny side of the valley ('Solside'). A little beyond the church, high up on the right, lies the once royal gaard of *Tofte*.

12 Kil. **Toftemoen** (**Station*, moderate), an 'inhabited site' (*Tuft*) on a 'sandy plain' (*Mo*). Comp. provincial English 'toft'.

The road ascends over huge deposits of detritus to the gaard *Lid*. Fine view of the deep ravine of the Laagen, with the Kjølen rising above it. The peak in the distance is the *Horúng*

11 Kil. **Domaas,** or *Dombaas* (2160 ft.; **Station*, R., B., S. 1 kr. each; station-keeper and telegraph official speak English), where the climate becomes Alpine, lies at the divergence of the Trondhjem route (R. 10) from ours.

An excursion of 4-5 hrs. may be taken to the *Hardeg-Sæter* on the S. bank of the Laagen, where a fine view of the Snehætta (p. 67) is enjoyed.

The Moldefjord road leads as far as Stuefloten through an uninteresting mountain-valley, with a scanty growth of pines, birches, and heather. The ascent is very gradual. Below, to the left, is the bed of the Lesjevand (1720 ft.), now drained.

12 Kil. **Holaker** (**Station*). We pass *Lesje-Kirke*.

15 Kil. **Holsæt** (**Station;* English spoken).

A bridle-path ascends from Holsæt by the *Lora-Elv* to the *Storsæter* and the *Nysæter* (about 5 hrs.), and crosses the mountains to the S. to *Aanstad* (or *Skeaker*, p. 62), a long day's journey, which may be broken by spending a night at the pleasant Nysæter (p. 60).

10 Kil. **Lesjeverk** (**Station*, a timber-built house of the middle of last cent.), so called from a deserted iron-mine, lies at the S.E. end of the *Lesjeskogen-Vand* (2050 ft.), which forms the watershed between the Skagerrack and the Atlantic. To the former descends the Laagen, and to the latter the *Rauma*, which flows out of the W. end of the lake, near the church of *Lesjeskogen*, a place whence the whole district derives its name. Near the church is —

12 Kil. **Mølmen** (well spoken of). The *Storhøi* (6690 ft.), a fine point of view, to the N., may be ascended hence in 6-8 hrs. (there and back; with guide). The excursion to the *Digervarde*, to the S. (p. 60), takes a whole day.

From Mølmen to Aanstad (Røjshjem; comp. p. 187), in two days of 8 hrs. each. Walking difficult, as numerous brooks have to be forded; horse 12, guide 12 kr. Good weather indispensable. Provisions necessary. The route traverses a vast and wild mountain-solitude, but is well defined by heaps of stones (*Varder*). Apart form the solemnity of the scene, the only attraction consists in a few distant views and in an occasional glimpse at herds of reindeer.

1st Day. The path ascends slowly through a birch-wood in the *Grøndal* to the (1 hr.) *Grønsætre* (sæters of *Enstad* and *Mølmen*), where the Romsdal Mts. come into view. We descend to the stream and cross several brooks and deposits of detritus. The Alpine or Lapland character of the flora becomes very marked, and reindeer-moss, here eaten by the cows, is also abundant. After 2 hrs. more the path ascends to the left. The birch disappears, and patches of snow begin. Looking back, we see the Svarthøi, and, more to the right, the Storhøi. The scenery becomes exceedingly bleak and wild. In 1½ hr. more we reach the top of the first hill ('Toppen'). The Romsdal Mts. are conspicuous to the N.W.; to the N.E. are the Svarthøi and Storhøi, and farther distant the Snehætta snow-range; to the S.W. the Løfthøi with its great glacier. A ride of 1 hr. to the S. over stony ground brings us to the second 'Top', called the **Digervarde**, about 5250 ft. in height, which commands a view of the whole Jotunheim chain, from the Glittertind and Galdhøpig to the Fanaraak and beyond it.

We descend in about 2 hrs., partly over loose stones, to the **Nysæter** (one double bed; coffee, milk, bread, and 'Rømmegrød', a very rich compound of wheat-meal boiled in cream, form the only fare; everything clean). The girls call ('lokken') the cattle by singing the 'Fjeldviser' immortalised by Jenny Lind.

2nd Day. By starting very early, we may reach Aanstad in time for early dinner. Beyond the (1 hr.) *Lorafjeld* we pass several tarns and the W. side of the larger *Fillingsvand.* The broad snow-clad mountain to the left is the *Lomshorung* (5660 ft.), the W. end of which we reach in 3-4 hrs. more. To the W. lies the *Aursjø* (3395 ft.), with a grand mountain background. The path next skirts the W. slope of the Horung for 1 hr., commanding the mountain-range on the S. side of the Ottadal, including the Lomsegg, the Hestbræpigge, and the Tundradalskirke, with the valley far below.

The descent takes a full hour (ascent 2 hrs.); and to reach Aanstad, which we see on the opposite bank of the Otta, to the E. of the church of Skeaker, we take ½ hr. more. The vegetation rapidly becomes richer (*Linnaea borealis* abundant), and the temperature rises. The path descends to the *Aura*, the discharge of the Aursjø, which forms a fine waterfall. Pines and then birches appear. The first gaard on the slope of the valley is *Bakke.* Among the next is one on the left with a tastefully carved portal. Rye and barley-fields begin. The path crosses the greenish *Otta* by a long bridge (splendid view), and leads to the right to the (½ hr.) **Aanstad** station (p. 62).

Remarks on Sæter Life. In connection with the above route a few remarks on sæters may not be out of place. The sæter, or chalet, consists of two or more rooms, one for the use of the inmates, with the *Skorsten* or fire-place (also called *Arne* or *Grue*); the other *(Melkebod)* for dairy purposes. Over the fire hangs an iron pot or kettle by a chain, and there is usually a boiler built into the wall for the preparation of cheese. The whey *(Myse, Brim)* is made into cheese *(Myseost)*, and is often carried down to the valleys in drum-shaped tubs *(Flasker, Krukker)*. The sæters formerly had no chimneys, the smoke being allowed to escape through an opening *(Ljore)*, in the pyramidal roof, which also admitted light. The cows *(Køer)*, often accompanied by sheep *(Sauer)* and pigs *(Svin)*, are usually sent up to the mountains *(til Sæters)* on St. John's Day (24th June), and remain there till 10th September. Women and girls, as a rule, are their sole attendants. In singing their melodious cattle-call, the sæter girls usually address each cow by name (as *Maieros, Helgeros, Lekros, Palmeros, Tærnros*, the syllable *ros* being a term of endearment applied to cows; also *Maanfrue*, moon-lady; *Krone*, crown; *Gulgave*, gold-gift, etc.). The word *Kuss* is also used to call cows and calves; *Gisa* is addressed to pigs, *Vulling* to sheep, *Sku* to dogs, and *Faale* to horses. Among the dogs at the Nysæter a few years ago were *Faust, Passop, Vægter, Barfod, Spring, Freya*, and *Bataer*. Among the dairy utensils are the *Melkering* or *Melkekolle* (milk-vessel), the *Melkkar* (skimmer), the *Dal* or *Ember* (pail), the *Krakk* (milking-stool), the *Sil* (milk-strainer, 'sile'), and the *Vandsele* (water-pitcher).

Beyond Mølmen, on the right, lies the gaard *Einabu*, with an old 'Bautasten'. King Olaf, 'the Saint', is said to have halted at this gaard during his flight in 1029 (p. xliii). Scenery bleak.

13 Kil. *Stuefloten*, see p. 187. The *Romsdal*, the mountains of which are now seen stretching into the distance, begins here. The remaining stations are (10 Kil.) *Ormeim*, (11 Kil.) *Flatmark*, (12 Kil.) *Horgheim*, and (14 Kil.) *Næs*.' Details, see pp. 186-184. This part of the route, especially beyond Flatmark, will amply repay the pedestrian.

9. From Bredevangen in the Gudbrandsdal to Marok on the Geiranger Fjord.

169 Kil. Road, with fast stations as far as Lindsheim (p. 62), but conveyances may be had there also. Tariff III applies at Bredevangen (carriole 17 ø. per Kil.), tariff II at all the other stations (15 ø. per Kil.).

The journey takes $2^1/_2$-3 days. As the only striking part of it is the descent to the fjord, it should be taken from E. to W. The road slowly ascends the Otta to the top of the fjeld, runs level for some way, and suddenly plunges down to the fjord, over 3000 ft. below. The transition from the Alpine climate of the fjelds to the genial temperature of the fjords is nowhere so rapid. This last part of the road (made by Capt. H. Rosenquist in 1882-89) is magnificently engineered. — Good quarters at *Sørum*, *Gardmo*, *Aanstad*, *Lindsheim*, and *Grjotlid*.

Bredevangen, see p. 58. — The road diverges to the left from the Gudbrandsdal route at Kringlen (p. 58), crosses the Laagen, and ascends the wooded and monotonous *Ottadal*.

11 Kil. *Aasoren*. About two-thirds of the way to Snerle the road from Bjølstad i Hedal (p. 57) joins ours, coming across a bridge on the left. We then pass the old farms of *Tolfstad* and *Bjørnstad*.

16 Kil. *Snerle*. The valley expands, and the snow-capped Lomsegg (p. 147) becomes visible in the distance.

7 Kil. **Sørum** (**Station)*, about 1 M. from the old church of *Vaage*. A road to *Nordre Snerle* and Laurgaard diverges just before we reach Sørum (21 Kil.; p. 58).

The road now follows the S. bank of a lake 36 Kil. long, called the *Vaagevand* (1135 ft.) in its E. and the Ottavand in its W. half. Beyond the gaard of *Volden*, about 12 Kil. from Sørum, a road diverges to the right to Lake Gjende.

From Sørum we may drive by carriole in about 9 hrs. by the (18 Kil.) *Storviksæter*, past the *Lemundsjø*, and by the large group of sæters called (11 Kil.) *Randsværk* (2300 ft.; quarters) to the (18 Kil.) Hindsæter (3150 ft.; quarters). Then walk, chiefly following the Sjoa, in 1 hr. to the *Russlien Sætre* (p. 143), and thence to Gjendesheim in 4 hrs. more.

A little farther on we pass the mouth of the *Tesse-Elv*, which descends from the *Tessevand* (3020 ft.), and forms several fine cascades. (The lowest fall may be visited in $^1/_2$ hr.; the highest, the *Oxefos*, in 1½-2 hrs.) Just beyond this stream is the gaard *Storvik* (tolerable quarters). Opposite, on the N. bank of the lake, rises the *Skardhø* (5340 ft.).

20 Kil. *Gardmo* (good quarters). Farther on, the Lomsklev conceals part of the lake, which now takes the name of *Ottavand.*

Facing us rises the huge Lomsegg, at the foot of which the *Bævra*, descending from the snow-mountains of Jotunheim, falls into the lake. The road crosses the stream, which forms a fall by the bridge and carries its deposits far into the lake. Just beyond the bridge, on an old moraine at the foot of the *Lomsegg* (p. 147), which separates the valleys of the Bævra and the Otta, is the ***Church of Lom** (1290 ft.), an old 'Stavekirke' (p. 26), partly disfigured by a ceiling added in the 17th cent. and other additions. Observe in particular the pulpit and a silk flag with a hand holding a sickle. The latter is said to commemorate the introduction of irrigation into this district where rain is scarce. By the Præstegaard is an old 'Stabbur'. — Beyond the church the road forks. The branch to the left ascends the Bæverdal to *Røjshjem* (15 Kil.; p. 146). On this road, about 1 Kil. from the fork, lies the station of —

15 Kil. **Andvord** (middling quarters). — Our road continues to follow the S. bank of the Ottavand. On the right, beyond the lake, we observe the *Loms-Horúng* (5660 ft.). The country here is tolerably well peopled. The rye and barley-fields are frequently irrigated by means of large shovels ('Skyldrek').

14 Kil. **Aanstad** (**Station*), a little to the E. of the church of *Skeaker.* The road soon crosses by an old bridge to the left bank. Farther on it traverses thick deposits of sand, the remains of old moraines. On the right we pass the confluence of the *Aur-Elv*, descending from the *Aursjø*, with the bluish-green *Otta-Elv.* On the left soon opens the *Lunderdal*, with its immense moraines, bounded on the S. by the glacier-clad *Hestbræpigge* (p. 147), by the *Holatinder* in the background, and on the N. by the *Grotaafjeld* (6380 ft.), the *Tværfjeld* (6365 ft.), and the *Svaahø* (6135 ft.). From the last descend several waterfalls from a height of nearly 3000 ft. About ½ hr. before reaching Lindsheim we recross the Otta-Elv by a bridge in the old Norwegian style. Up the valley the view extends as far as the Glittertind (p. 145).

11 Kil. **Lindsheim** (**Station; Lars*, the landlord, is well-informed, and also acts as a guide).

From Lindsheim to the Jostedal, a grand expedition, 15-18 hrs. in all. We drive from Lindsheim along the Ottaelv, and up the *Brotedal* to the left, to (16 Kil.) **Mork** (2190 ft.), where the ruthless felling of timber has almost ruined the land for agriculture. A path leads us thence by the *Dyrings-Sæter* and past the picturesque *Liavand* (2475 ft.) to the *Sota-Sæter* (2625 ft.), and on to the *Røkjeskaalvand* (3070 ft.), where the night may be spent at the (22-25 Kil. from Mork) *Musubytt-Sæter.* Next day the *Svartbytdal* is ascended to the *Hanspikje* (4520 ft.), whence the route descends steeply through the *Sprangdal* to the *Faaberg-Støl* (p. 134), 20-25 Kil. from the Musubytt-Sæter.

TAFJORD - GEIRANGER - GRJOTLI - JOSTEDAL

To the Strynsvand, from Mork, a trying, but well-defined and grand route leading through a wild district, 14-15 hours. We cross the hill to the N.W. to the *Framrust-Sæters* (2775 ft.) in the Raudal, ascend this valley, skirting the long *Raudalsvand*, and then mount by the side of the *Raudalsbræ* to the *Kamphammer*, the 'Varde' at the top of which is named *Store Rasmus* (4200 ft.). We then descend rapidly by a zigzag path in grooves between huge polished 'roches moutounées', amid grand scenery, into the *Sundal* to the finely situated *Sundal-Sæters* and through the *Hjelledal* to *Hjelle* on the *Strynsvand* (see p. 172).

The road from Lindsheim to Grjotlid (5 hrs. drive, excluding stoppages) passes the *Nordbjergskirke*. On the right the *Gjødingsbæk* descends from the *Sletflykamp* (6160 ft.). The *Dønnfos Bridge*, by which we cross the Otta-Elv, commands a view of three valleys, the *Tundradal* to the S., the *Brotedal* to the W. (see above), and the *Billingsdal* to the N., at the junction of which lies *Aamot* ('meeting of rivers'). The road now ascends rapidly through huge rocky debris ('Ur'). On the left flows the *Otta-Elv*, which descends from the Høgerbottenvand and forms the *Øibergsfos*. Looking back, we obtain a view of the ice-clad mountains already mentioned.

The *Høgerbottenvand* with its wooded islands occupies a higher region of the valley. In the background is the *Skridulaupbræ*, with the *Framrusthovd* and afterwards the *Glitterhø;* to the right, on the hill, lie the *Høgerbotten-Sætre* (3020 ft.). On the lake lies the hamlet of *Høgerbotten* (11 Kil. from Lindsheim). Passing a saw-mill ('Sagbrug'), we next reach the *Fredriksvand* and *Polvand* (1930 ft.). The road ascends through wild forest, where thousands of fallen trees ('Vindfald') are left to decay. Several modern colonies of woodcutters are passed. For about 1/4 hr. the road skirts an unbroken series of cataracts formed by the Otta, and soon reaches —

19 Kil. **Polfos** (*Station*, well spoken of). To the right a little farther on, we pass a waterfall of the *Kværnaa*. A wooden bridge carries the road across the *Thordals-Elv*, fed by numerous glaciers and snow-fields. On hills formed by debris, to the right, lie the sæters of *Billingen*, to the S. of which, on the opposite side of the Otta, are the *Aasen-Sætre*. The country looks parched, as rain is very scarce here in summer, the result of cutting down the forests (p. 62). We pass the *Vuluvand*, a pretty mountain-lake on the left, into which the *Vuludals-Elv* falls; to the right are the *Ny-Sætre* (2685 ft.). The scenery becomes grander. The road is comparatively level. On both sides and in the distance rise snow-striped mountains. On the left is the *Skridulaupbræ*, with its ice-basin ('Botn'). We then pass the *Heimdalsvand* and *Grjotlidsvand.*

18 Kil. (pay for 23) **Grjotlid,** *Grjotli* or *Grjotlien* ('stony slope'; 2865 ft.), a *Fjeldstue* or small mountain-inn belonging to government, resembling those on the Dovrefjeld (p. 67), affords good fare (bed 50 ø., for 2 pers. 80 ø., B. or S. 50 ø., D. 3/4-1 kr.). Mountain routes to the Tafjord and the Strynsvand, see below. Guide to Marok or Skaare 5, to the Kalhus-Sæter (on the way to the Tafjord) 4 kr.; horse to Marok 9, to Skaare 11, to the Kalhus-Sæter 7,

to Lindsheim 5 kr. (2 pers. 7 kr. 40 ø.). Reindeer and a few bears are to be met with in the environs.

From Grjotlid to the Tafjord, about 11 hrs. (guide to Kaldhus-Sæter necessary, 4-5 kr.; horse 7 kr.). The path leaves the Marok road by the bridge over the *Hamsa* (see below), and ascends the course of that stream to its source in the *Viavande*, a series of lakes to the W. of the *Heilstugegg* and the *Langegg*. Later on it passes the *Fagerbotten* and descends to the *Kaldhus* or *Kalur Sæter*, on the lake of that name (1970 ft.; quarters). Descent to *Tafjord* (p. 177) about 2 hrs. more.

About 2 Kil. further the Marok road reaches the *Breidalsvand* (2885 ft.; 8 Kil. long), bounded on the N. by the *Breidalsegg* and on the S. by the *Vatsvendegg*, and skirts its N. bank, crossing several of its tributaries. Among these is the *Hamsa*, about 5 Kil. from Grjotlid, where the Tafjord route diverges (see above). On a height at the end of the lake is the small tavern of *Breidablik* (no beds). We pass between the small *Lægervand* and *Langvand*, with the *Stavbrækker* rising on the left and the *Djupvasegg* (5400 ft.) on the right. About 9 Kil. from Breidablik a stone marks the boundary between the Christians Amt and the Romsdals Amt, and beyond it a 'Bautasten' marks the highest point of the road (3405 ft.).

We now obtain a view of the **Djupvand** (3300 ft.), often ice-clad as late as August, the water of which descends to the E. to the Otta and the Lougen. On the right opens the *Kolbeinsdal* (through which a path leads to the Viavande and the Tafjord). On the S. side of the Djupvand, whose N.E. bank the road follows, we perceive the huge rocks of the *Grasdalsegg* (5170 ft.) and the snowy expanse of the *Skjæringsdalsbræ*. At the W. end of the lake is the new mountain-inn *Djupvashytten* (about 5 Kil. from the frontier-stone; good quarters).

From this inn a fjeld-path ascends to the *Grasdalsskar*, between the Grasdalsegg and the Skjæringsdalsbræ, descends rapidly past the *Grasdalsvand* to the *Skjæringsdalsstøle*, and leads to Skaare (p. 66).

The road skirts the *Rundhorn* (4900 ft.) and reaches the watershed between the Skagerrak (towards which the Otta flows) and the Atlantic. Near this, a little off the road, is a 'Jættegryde' or cauldron hollowed by the action of ice, discovered during the making of the road. The grandest **Scenery begins here. The traveller should walk. The road descends rapidly, in sharp zigzags and over bold bridges spanning the wild torrent, to the Geiranger Fjord. Between the brink of the descent and Marok the distance is about 16 Kil., but in a straight line scarcely 6 Kil., and the difference in height is over 3000 ft. The road is unique of its kind, the sudden and tremendous plunge it takes being unrivalled even among the Alps.

A superb mountain-picture now presents itself. On the left rises the *Flydalshorn*, on the right the *Vindaashorn;* beyond the latter the *Saathorn* (5830 ft.), and then the *Grindalsnibba* (5030 ft.). In the distance are the heights enclosing the Geiranger Fjord. Far below lies the smiling Oplændskedal. The *Kvandals-Sæter* is the first we pass. Near it is the fine *Kvandalsfos*, close to which the road crosses the stream. Four bold zigzags carry us down to the highest part of the Geiranger basin, called the *Oplændskedal*, in which lie a gaard of that name and the *Ørjesæter*.

The road again descends rapidly to the next region of the valley, called the *Flydal*. To the N. opens the Vesteraasdal (see below), between the Grindalsnibba and the *Laushorn* (4925 ft.). To the left, above us, between the Flydalshorn and the *Blaahorn*, which towers above the gaard of *Flydal*, appears a huge glacier. Above the gaard are two fine waterfalls, the *Tverabøfos* and the *Klevhelfos*. The road here forms a 'Knude' or knot, as it passes exactly under a higher part of it. A finger-post indicates the way to the *Flydalsdjuv*, an abyss of several hundred feet.

Still more striking, as we descend, is the increasing number of waterfalls on every side. The largest tributaries descend on the right from the Saathorn and the *Vesteraasdal*, and fall into the main stream at the gaard *Hole*. The fine fall of the Vesteraaselv, called the *Kleivafos*, is reached by a path just above the second-last bridge ('Gjerde-Bro'). We next cross the 'Vinje-Bro', pass the *Storfos*, the most copious of all the falls, near the gaard *Gjørvad*, and, rounding the hill on which the church stands, reach —

41 Kil. **Marok** (p. 175).

From Grjotlid to the Strynsvand.

A grand, but rough and fatiguing route (which the new road, to be completed in 1894, will render easy): 7-8 hrs. on foot; also a drive of 25 Kil. and 11 Kil. by rowing-boat or steam-launch on the Strynsvand. — Guide necessary to about 6 Kil. within the Via-Sæter, where the road completed in 1891 begins, 5 kr.; horse 10 kr., desirable for crossing many bogs and brooks. Only good quarters at the Via-Sæter, fitted up in 1891 as a 'Fjeldstue' like the Haukeli-Sæter (p. 32). To do the whole journey in one day requires a very early start. It should not be attempted in the reverse direction. For pedestrians, the Kamphammer (p. 63) is preferable.

We leave the Marok road a little before it reaches the Breidalsvand (p. 64), cross, by a bridge to the left, the *Otta* here descending from the lake, and ascend the *Vatsvenddal* to the S.W. on the left bank of the *Maarau-Elv*. In front, a little to the left, rises the *Storeløfta*. In 40 min. we reach the *Heilstuguvand* (to the left) which we skirt for $^3/_4$ hr. To the left is the *Skridulaupbræ*; before us, to the left, is the *Maaraadal* with the *Sandgrovbræ*, from which the Maaraa-Elv descends. We next ascend to the W., along the *Vatsvend-Elv*. In 50 min. we reach the first of the *Vatsvande*, a chain of small lakes on the top of the pass, probably finding outlets on both sides. To the right the *Raudegg*, to the left the *Vatsvendegg*. In 35 min. more we reach the —.

Vatsvendhytte, a tourists' hut (without provisions), with a view of glaciers and fields of snow. We next reach ($^1/_2$ hr.) what seems to be the highest point of the route (3700 ft.). Straight before us appears the finely shaped *Skaala* (p. 169), with the *Skaalabræ*, which henceforth forms the background of the view. We pass ($1^1/_2$ hr.) a 'Varde' or cairn, marking the boundary between Christians Amt and Nordre Bergenhus Amt. To the left lies the *Langevand*, covered with snow and ice. At the lower end of it we cross extensive snow-fields, still bearing to the W.S.W. In 25 min. we come to the *Videdals-Elv* (difficult to cross until the bridge is finished), which descends to the Strynsvand. We follow the left bank of this stream, partly on the new road, passing several waterfalls, and soon obtain a *View of the Strynsvand and the mountains beyond it (Skaala, Tindfjeld). After $^1/_2$ hr. more we cross to the right bank by a stone bridge, and pass ($^1/_4$ hr.) a lofty waterfall on the right. To the left, above, is the *Tystigsbræ*. The *Videdal* descends to the Strynsvand in steps, consisting of three nearly level terraces separated by two steeper slopes, over which the stream descends in several falls. Before us we have a grand Alpine picture. In 25 min. we recross to the left bank by a stone bridge, and in $^1/_2$ hr. reach the —

Via or *Vide Sæter*, a 'Fjeldstue' fitted up by government, commanding a splendid *View, with fine waterfalls to the right. Here we reach the new *Road, which ($^1/_4$ hr.) crosses the foaming Elv. Above us to the left are several waterfalls and glaciers, descending from the *Nuken* (5890 ft.). We descend in sweeping curves round the foot of the *Aaspelifjeld* to ($^1/_2$ hr.) a bridge over the deep *Ravine of the *Skjærringsdals-Elv*, which descends from the right. [A grand but fatiguing walk may be taken up this ravine to the Djupvashytte, p. 64.] Skirting this stream, we observe ($^1/_4$ hr.) the first signs of cultivation, and in 5 min. more (6 Kil. from the Via-Sæter) we are at —

Skaare (two beds, tolerable). Looking back, we obtain a fine survey of the waterfall, the Via-Sæter, and the Aaspelifjeld. A carriole may be hired at Skaare, though it is not a skyds-station (to Hjelle, 7 Kil., $1^1/_4$ kr.). — We now drive through a beautiful and well-wooded valley, with cultivated fields and farms. Before us rises the conspicuous Skaala. Later appear the *Tindefjeld*, *Fosnæsbræ*, and *Brækkefjeld*, a grand picture. We pass lofty moraines, broken through by the river, and come in sight of the *Strynsvand, at the end of which lies the skyds-station *Hjelle* (p. 172).

10. From Domaas in the Gudbrandsdal over the Dovrefjeld to Støren *(Trondhjem)*.

154 Kil. Road, with fast stations (to Jerkin tariff III, from Kongsvold onwards tariff II), less used since the opening of the railway (R. 11). Travellers from *Molde* who combine this route with a visit to the Romsdal may easily reach Trondhjem in four days (or less, if necessary): 1st, to *Stuefloten* (p. 187); 2nd, to *Domaas*; 3rd, to *Aune*; 4th, to *Støren*, and in the evening by train to Trondhjem.

Domaas, see p. 59. The Trondhjem road diverges to the N. from the Gudbrandsdal, and ascends rapidly through moor and bog, with stunted pines, to the **Dovrefjeld,** which separates Southern *(Sønden-fjeldske)* from Northern *(Nordenfjeldske)* Norway. Grand view of the mountains, as we look back. In about 1 hr. we reach the plateau. The road crosses the *Fogsaae*, an affluent of the Glommen. To the left are extensive mountain-plains, where the *Driva*, which descends to Sundal, takes its rise.

On the *Fogstuhø* (5840 ft.; ascent 5 hrs. there and back, view of Jotunheim, Snehættan, and Róndane) we observe three sæters on the right and others to the left. To the N.W. rise the *Hundsjø* and *Skreda Fjelds*, and beyond them the *Snehætta* (see below), the snow and glacier of whose W. basin ('Botn') are distinctly visible.

10 Kil. (pay for 11 in this direction) **Fogstuen** or *Fokstuen* (3120 ft.; **Ant. Solberg's Inn;* reindeer, wild-duck, and ptarmigan shooting to be had) is one of the four 'Fjeldstuer', or mountain-inns, founded by government on the Dovrefjeld for the use of travellers so far back as 1107-10. The tenants receive an annual subsidy, and are bound to keep the roads open in winter and to forward the mails. The Fokstue is now private property. The other three 'Fjeldstuer', Jerkin, Kongsvold, and Drivstuen, belong to the state.

'From my inmost soul I blessed the good king *Eystein*, who in 1120 built these four Fjeldstuer on the Dovrefjeld for the benefit of wayfarers crossing the mountain'. *(L. v. Buch.)*

From Fogstuen the old road, now disused, crosses the lofty *Hardbakke* (3750 ft.) direct to Toftemoen (p. 59). — *L. v. Buch*, who travelled by this route at the end of April (i.e. in winter) writes: 'The lofty pyramid of the Snehætta then came in sight amidst the haze, several miles to the north. So rises Mont Blanc, seen from the Brevent, from its mantle of ice. It is not a mere mountain, but a mountain on a mountain, — a great and sublime apparition commanding the whole of this solitude'.

The monotonous road passes several lakes (*Vardesjø*, *Afsjø*, etc.) formed by the *Fogsaae*, which farther on is called the *Folda*. On the right are the *Blaahøer*. On the Vardesjø (2985 ft.), and to the right farther on, are several sæters. The road leaves the valley of the Folda and ascends to —

21 Kil. **Jerkin** or *Hjerkin* (3140 ft.; **Station*, R., B., S., each 1 kr.; often crowded in summer), amidst wild scenery. Interesting walk to the *Jerkinhø*, the highest point on the old road (4105 ft.), $^3/_4$ hr., commanding a view of the Kollen, Rondane, and Jotunheim.

Snehættan (7630 ft.; 'snow-hat'), the sixth-highest among the mountains in Norway, is best ascended from Jerkin (12-14 hrs. there and back; guide 4, horse $6^1/_2$ kr.; provisions necessary; settled weather indispensable). The ascent was first made by *Esmark* at the end of last century. For 3-4 hrs. we ride across a rocky and mossy tract, crossing several torrents, to the *Johan Jerkinshytte* (12 beds; key at Jerkin). Lastly 2-3 hrs. over snow and ice. In clear weather (rare on the Dovrefjeld) the view is very extensive in every direction, but deficient in picturesqueness, and far inferior to that from the Galdhøpig (p. 147). The chief object of interest is the finely shaped mountain itself, composed of mica-slate.

An unattractive road with fast stations (tariff II) leads from Jerkin through the **Foldal** to rail. stat. Lille-Elvedal (p. 72). The stations are:

17 Kil. *Dalen*, 17 Kil. *Krokhaugen*, 18 Kil. *Ryhaugen*, 32 Kil. *Steien*, near Lille-Elvedal. From Krokhaugen a road leads S. to the *Atnevand* and the *Róndane* (see p. 71).

The road ascends a hill to the W., then descends gradually to the *Svonaae*, the course of which it now follows. Striking view of the Snehætta, which looks quite near. The road crosses the boundary between the Stifts of Hamar and Trondhjem, and gradually descends into the valley of the *Driva*, formed by the union of the *Kaldvella* and the Svonaae.

13 Kil. **Kongsvold** (2950 ft.; **Station*, often crowded in summer) is another good starting-point for the ascent of the Snehætta and for that of the *Knutshø* (5565 ft.; 3 hrs.; similar view), which is botanically interesting.

The road now enters a narrow ravine enclosed by huge rocks, through which the Driva careers headlong. Fine Alpine flora. The old road ('Vaarstien') leads up and down hill on the right bank.

15 Kil. **Drivstuen** (2190 ft.; **Station*, R. 1, B. 1, D. 1½ kr., S. 80 ø.). The valley expands; vegetation becomes richer; first the pine, then the birch, and later a few fields of barley and potatoes appear. Scenery still grand. We pass the mouth of the *Aamots-Elv* on the left, and soon cross the Driva by a new bridge. A little further on, about 9 Kil. from Drivstuen, and a few paces from the road, is a remarkable gorge of the Driva called **Magalaupet* (*Laup*, 'gully'; caution necessary). The road descends in windings to a fertile zone of the valley.

12 Kil. (pay for 17) *Rise* (well spoken of), near the mouth of the *Vinstra*, descending from the right. The Dovrefjeld terminates at —

10 Kil. **Aune** (1770 ft.; **Station*, R. 1 kr. 60, B. 1 kr. 25, D. 1 kr. 60 ø.), also called *Ny-Aune* or *Ny-Øvne*, in the **Opdal.** To the W. rises the snow-clad *Munkevoldsfjeld*, and to the E. the *Allmandbjerg.*

From Aune an interesting road to the left, following the *Driva*, afterwards called the *Sundals-Elv*, descends to (72 Kil.) Sundalsøren. Fast stations; tariff II. — The somewhat hilly road leads first to (11 Kil.) *Aalbu* (mediocre); then descends a ravine, passing *Gravaune*, to (15 Kil.; pay in this direction for 18, in the opposite for 21) *Sliper* (1800 ft.; poor quarters). It next crosses the *Graauren*, a hill at the foot of which the Driva rushes through a deep gorge. At (10 Kil.; pay in the reverse direction for 14) *Gjøra* (good quarters) begins the *Sundal, a valley vying in grandeur with the Romsdal. The road mostly follows the course of the Sundals-Elv. 17 Kil. *Storfale* (good and moderate quarters). Avalanches and stones frequently fall from the dizzy heights of the *Romfogkjærringer*, *Klengfjeld*, and *Hoaasnæbba*, and at four of the most dangerous points the traveller is warned by his Skydsgut to drive quickly ('Sneeskred! kjør til').

19 Kil. *Sundalsøren*, at the S. end of the *Sundalsfjord*, see p. 193. If the traveller misses the steamboat, he may row to (22 Kil.) *Eidsøren* (p. 193) and drive thence to *Eidsvaag* (p. 188).

The road quits the valley of the Driva and becomes uninteresting. It follows the *Byna* and crosses the low watershed between that stream and the *Ørkla*, which falls into the Trondhjems-Fjord at Ørkedalsøren (see below). We get a last glimpse at the Snehætta. Beyond —

14 Kil. *Stuen*, or *Nystuen* (good station), the road descends to the Ørkla, which is crossed by a handsome bridge. The *Gisna*, which here unites with the Ørkla, forms a fine waterfall. Then an ascent to —

11 Kil. **Austbjerg** or *Ussbjerg* (1365 ft.; well spoken of). Still ascending, and traversing beautiful forest, the road skirts the deep **Ravine of the Ørkla*. Fine views, particularly of the snow-mountains to the S.W.

From Austbjerg to Tønsæt, 72 Kil., a good road, with fast stations (tariff II), through meadows and forests, with fine views, an interesting route from the Ørkladal to the Glommendal. It passes the church of *Inset*, runs high above the *Ørkla Ravine*, crosses the foaming *Naven (Næva)* by a copper-foundry with large chimneys, and reaches (11 Kil.) *Næverdal* (poor quarters). The river forms many rapids. — 13 Kil. (pay for 17, but not in the reverse direction) *Frengstad* (indifferent). We then pass the church of *Kvikne*, with its substantial gaards (birthplace of B. Bjørnson, the novelist), and cross the brawling *Jen-Elv*. The road ascends high on the right bank of this stream to (14 Kil., pay for 17) *Støen i Kvikne* (praised). Soon after we cross the low watershed and descend to the *Tønnen*, which flows through the Stubsø (right) and enters the Glommen at Tønsæt. — 14 Kil. (pay for 17) *Nytrøen* (good quarters at a pleasant gaard). The road leads across the Tønnen to (10 Kil., pay for 12) *Fosbakken* (tolerable), where we have a fine view of the Østerdal Mts. — 14 Kil. (pay for 17) *Bjørnsmoen i Tønsæt* (p. 72).

12 Kil. **Bjerkaker** (1325 ft.; *Hotel Bjerkaker*) lies on the watershed between the Ørkla and the Gula.

From Bjerkaker to Ørkedalsøren, 74 Kil., a road with fast stations (tariff III). The road passes *Gaard Hoel*, where a famous drinking-horn is still shown, presented by Christian V., out of which Charles XIV. John (Bernadotte), Oscar I., and Charles XV. respectively drank when on their way to be crowned at Trondhjem. Observe the huge birch-tree, 10 ft. in circumference. 14 Kil. *Haarstad* (720 ft.). Farther on, *Gaard Uf*, with a very old building, the carving on which is said to have been executed by the 'Jutuls' (giants). 14 Kil. *Grut*. 11 Kil. *Kalstad i Meldalen*, from which a road leads by Garberg and Foseide to Surendalsøren (p. 193). Our road passes *Løkkens Kobberværk*, crosses the Ørkla, and next reaches (15 Kil.) *Aarlivold* (good), whence a road to the S.W. also leads to Surendalsøren, while another road leads to the E. to (17 Kil.) *Kraakstad* and the (17 Kil., pay in reverse direction for 19) *Hovin* railway-station (p. 73). — 12 Kil. *Bak*, whence a road leads E. viâ (13 Kil., pay for 15, but not in reverse direction) By and (12 Kil.) Saltnæssanden to (11 Kil.) Heimdal, a railway-station (p. 73). — 8 Kil. **Ørkedalsøren** (*Rian's Inn*). Steamboat to Trondhjem (Com. 274), almost daily, in 3-4 hrs.

The road traverses the uninteresting *Soknedal* and follows the course of the *Igla*, and afterwards that of the *Stavilla*, which after its union with the *Hauka* takes the name of *Sokna* and falls into the *Gula* at Støren.

12 Kil. *Garli* (1355 ft.; good station) lies on a height to the left. We descend through a picturesque ravine with waterfalls and mills ('Kværnhus'). Beyond the church of *Soknedalen* we reach —

10 Kil. (pay in reverse direction for 11) *Præsthus* (700 ft.; praised).

14 Kil. **Støren**, or *Engen i Støren* (210 ft.), station on the Trondhjem Railway (p. 73). Travellers going on by train should drive direct to the station. (To Trondhjem $1^3/_4$-$2^1/_2$ hrs.)

11. From Christiania to Trondhjem by Railway.

562 Kil. (350 M.). Railway (Com. A). In summer one through-train daily, in $17^{1}/_{4}$ hrs., stopping at 14 only out of 68 stations (fares 47 kr. 80, 33 kr. 70, 22 kr. 50 ø.; a first-class ticket entitles to a sleeping-berth; 56 lbs. of luggage free). Another train stops for the night at (14 hrs.) *Tønsæt*, arriving in (11 hrs.) Trondhjem next day (fares 36 kr. 50, 28 kr. 10 ø., 16 kr.; but better book on first day to Tønsæt only; at present no first class from Tønsæt to Trondhjem). Tickets for the slow train available for the express on payment of difference. In order to secure good rooms at Tønsæt it is advisable to write or telegraph beforehand. Hot meals are provided for express passengers at *Hamar* only ($1^{1}/_{2}$ kr.; diners help themselves), for travellers by ordinary train at Hamar and at *Singsaas* (same charge). Sandwiches only to be had at the other refreshment-rooms.

The best views between Hamar and Rena are to the right; thence to Trondhjem, to the left. The last part of the journey, especially beyond Røros, is the finest. The traveller may go to Eidsvold by early train, take the steamer to Hamar, and there join the express in the afternoon.

From Christiania to (68 Kil.) **Eidsvold** (410 ft; Rail. Rest.; halt of 10 min.), see p. 53. The train follows the right (W.) bank of the pretty *Vormen* to its efflux from the *Mjøsen* (p. 54) at —

75 Kil. *Minne* (465 ft.). At the *Minnesund* it crosses the river by an iron bridge, 65 ft. high and 1180 ft. long, and then skirts the E. bank of the Mjøsen, on the opposite bank of which rises the Skreidfjeld (p. 54).

84 Kil. *Ulvin* (420 ft.). Fine view of the *Bay of Feiring*, opposite. The train enters *Hedemarkens Amt*. 97 Kil. *Espen* (425 ft.), on the picturesque bay of *Korsødegaard*. 102 Kil. *Tangen* (540 ft.), with the church of that name. The train ascends through a solitary wooded region, past the small station of *Stensrud*, to (114 Kil.) *Stange* (730 ft.), and then descends through a fertile district. 119 Kil. *Ottestad* (620 ft.), on the pretty *Akersvik*, which the train crosses by an embankment, while the road, to the W. of it, crosses by a wooden bridge.

126 Kil. **Hamar** (415 ft.; **Rail. Rest.;* toilet-room; halt of 25 min.), see p. 54. We change carriages, and go on by the narrow-gauge *Røros Railway* (secure sleeping place!).

The train gradually ascends through the lonely wooded regions of *Hedemarken*. Scenery uninteresting at first. *Aker*, a small stopping-place, is passed. 131 Kil. *Hjellum;* 135 Kil. *Ilseng;* 139 Kil. *Hørsand* (570 ft.). Fine view of the *Skreifjeld* (p. 54), to the S.W. of Lake Mjøsen. 141 Kil. *Aadalsbrug*. Beyond (144 Kil.) *Løiten* (760 ft.) we pass the drilling-ground of *Terningmoen*.

158 Kil. **Elverum** (610 ft.; *Rail. Rest.; St. Olaf's Hotel*, well spoken of) is the first station in the valley of the *Glommen*, the longest river in Norway (falling into the sea at Fredrikstad), the valley of which the train ascends to Røros. The important *Grundset-Market*, a great horse and timber fair, takes place here every March. The peasantry of the *Østerdal*, the district traversed by the Glommen and its affluents, are among the richest in Norway, some of their forest-estates extending to many square miles. The value of their

timber has risen greatly since the completion of the railway. Some of their gaards are comfortably and even luxuriously fitted up, but they still adhere with pride to their original name of peasants ('Gaardbruger'). The timber is felled in autumn and winter, the hardy wood-cutters often spending weeks in the forest, in spite of the intense cold, and passing the night in wretched huts. The characteristic form of the old houses of the district, with their open roofs and tall chimneys, has been retained in many of the railway buildings.

164 Kil. *Grundset* (640 ft.); 171 Kil. *Øxna* (666 ft.). Before (184 Kil.) *Aasta* (740 ft.) the train crosses the river of that name.

190 Kil. **Rena** (735 ft.; *Rail. Rest.*), prettily situated on the right bank of the Glommen, not far from the church of *Aamot*, near which are several inns. Near (204 Kil.) *Stenviken* (785 ft.) the train crosses the Glommen by a long bridge, and now follows the E. bank (views to the left). 214 Kil. *Ophus* (805 ft.). Here and farther on, the Glommen forms lake-like expansions. 224 Kil. *Rasten* (840 ft.); 237 Kil. *Stai* (860 ft.). The scenery assumes a more mountainous character. Fine view of the floor of the valley, intersected by the river in many branches.

247 Kil. **Koppang** (915 ft.; *Rail. Rest.; *Hansen*, 2 min. to the left of the station exit; *Jernbane Hotel*, opposite the station, R. 1½, S. 1½ kr.; *Koppang Hotel; Skyds-Station*, in the village, 10 min. distant) lies on a height above the river. To the W., rising above the forests, are high mountains, carpeted with yellow moss.

The train now runs through wood, high above the Glommen, and crosses two bridges. Fine views towards the S. The mountains increase in height, and the valley contracts. *Bjøraanæsset*, a small stopping-place.

272 Kil. *Atna* (1170 ft.), near the mouth of the *Atne-Elv*, station for several gaards on the opposite bank of the Glommen.

An excursion may be taken hence (comp. p. 57) to the W. to *Solliden* and **Atnebro** (good quarters at the gaards *Næsset*, *Brænden*, *Uti*, and *Trøen*), near the *Atne-Sjø*. Imposing view of the chief peaks of the **Róndane**: the *Høgrond* (6700 ft.), the *Stygfjeld* (6730 ft.), and the *Rundvashøgda* (6900 ft.). These peaks and the still higher *Rondeslot* (7100 ft.) may be ascended from *Strømboden* in the upper Atnedal, and through the *Langglupdal* (with guide). — From Strømboden a path leads across the hills to the *Bjørnhull-Sæter* (good quarters) and *Myssu-Sæter*, and through the *Uladal*, to the S.W., to Moen in the Gudbrandsdal (p. 57). — A road leads from Atnebro to *Strombu*, *Blæsterdalen* (to the E. of which rises the *Store Sølen* or *Døle Sølen*, 5800 ft.), and (33 Kil.) *Krokhaug-Foldalen* (p. 68).

285 Kil. **Hanestad** (1250 ft.). On the opposite bank rises the imposing *Grøttingbratten* (3820 ft.). The train skirts the river, with a view of high hills to the N., and again enters monotonous wood. At (304 Kil.) *Barkald* (1485 ft.) the Glommen forms the *Barkaldfos*. About ¼ hr. to the E. is the curious gorge of *Jutulhugget*, open towards the E. only, having been formed, according to tradition, by the attempt of a giant to divert the Glommen into the Rendal.

324 Kil. **Lille-Elvedal** (1660 ft.; *Rail. Rest.; *Steien's Hotel*, close by, R. 1 kr., D. 1 kr., B. 60 ø.), at the entrance to the *Foldal* (p. 68). A bridge crosses the Glommen here. — The train skirts the base of the *Tronfjeld* (5610 ft.), a mountain composed of gabbro and serpentine, which may be ascended from Lille-Elvedal (carriage-road nearly the whole way). Fine view of it, as we look back. — 337 Kil. *Auma* (1600 ft.). Large tracts of dead pines, killed by the extreme cold of winter, when the thermometer sometimes falls 60° Fahr. below zero. Dreary scenery.

347 Kil. **Tønsæt** (1620 ft.; *Rail. Rest.; Schulrud's Hotel*) lies near the confluence of the *Tønna* and the Glommen, chiefly on the right bank of the latter. A road with fast stations leads hence by *Kvikne* to *Austbjerg* (p. 69). — The line traverses the extensive *Godtlandsmyr*. To the S.W., on the right side of the Tronfjeld, rise the *Róndane* (p. 71).

358 Kil. *Telnæs* (1630 ft.). The train ascends more rapidly. Pasturage now takes the place of tilled fields. — 368 Kil. *Tolgen* (1685 ft.), in an exposed situation. To the right the *Hummelfjeld* (5050 ft.). The vegetation assumes a thoroughly Alpine character.

385 Kil. *Os* (1975 ft.); the village lies on a slope *(Lid)* on the opposite bank. The train crosses the *Nøra*, traverses an extensive moor, and reaches —

399 Kil. (247 M.) **Røros** or *Røraas* (2060 ft.; *Røros Hotel*, well spoken of; *Mad. Larsen's Hotel; *Rail. Rest.;* halt of 6-10 min.), with 1700 inhab., situated on a dreary and inclement plateau. The town was founded in 1646, after the discovery of the copper-mines. It lies on the *Hitter-Elv*, while the Glommen, descending from the *Aursund-Sjø* (2285 ft.), flows round the W. side of the town. Observe the curious timber houses, roofed with turf, and the large church of 1780. Vast expanses of turf, bordered with extensive terraces of glacial detritus and sandhills, where the dwarf-birch alone thrives, have been converted into pastures by dint of careful manuring. Corn does not ripen, and the forest is gone. Cattle-breeding is the only resource of the inhabitants, apart from the copper-mines.

The mines yield about 280 tons of pure copper annually. Between 1644 and 1844 the total value of the yield is said to have amounted to 72 million kr. (4.000,000*l.*). Far and near, the woods have been cut down for fuel, but the railway now brings coal. The chief mines are *Storvarts Grube*, 2716 ft. above the sea-level, 9 Kil. to the N.E., the ore of which yields 8 per cent of copper; near it, *Ny Solskins Grube;* to the N.W., 14 Kil., *Kongens Grube*, yielding 4 per cent of copper; *Mug Grube*, 22 Kil. distant. The smelting-works are the *Røros Hytte*, the *Dragaas Hytte* at *Aalen*, and the *Lovisa Hytte* at *Lille-Elvedal.*

From Røros we may drive by skyds, viâ (17 Kil.) *Jensvold* and (18 Kil.) *Skotgaarden* on *Lake Aursund*, to visit (not without privations) a settlement of Nomadic Lapps. — Another skyds-road leads S.E., by (16 Kil.) *Sætern i Røros* and (17 Kil.) *Langen*, to (5 Kil.) *Sønderviken* on *Lake Fæmund* (about 2300 ft.; steamer, see Com. 328; thence to Sweden, see p. 274).

From Røros the train returns on the same rails to the main line (views to the left), passes the *Storskarven* on the right, and traverses a bleak plateau. 406 Kil. *Nypladsen* (2055 ft.). Heaps of copper-ore *(Kobbermalm)* generally lie at the station. A little farther on is the copper-coloured site of an old furnace. We now cross the turbulent Glommen. Beyond (412 Kil.) *Jensvold* (2090 ft.), the train crosses large expanses of debris. A stone to the left marks the highest point of the railway (2200 ft.), on the watershed between the Glommen and the *Gula*, which descends tho the Trondhjems Fjord. The train follows the valley of the latter to Melhus.

From (420 Kil.) *Tyvold* (2180 ft.), a narrow-gauge railway runs S. to the *Kongens Grube* (p. 72). The train descends circuitously on the slope of the broad and wooded basin of the Gula. 432 Kil. *Reitan* (1780 ft.). On the left several interesting old gaards. Below lies the church of *Hov.*

442 Kil. **Eidet** (1380 ft.; *Rail. Rest.).* Below it lies a copper-foundry. A very picturesque part of the line begins here. The train skirts the rocks of *Drøilierne* (seven short tunnels) and enters the ravine of the *Drøia*, which it crosses by a lofty bridge. In the cuttings we distinguish first the clay-slate, and afterwards the granite and gneiss formations. 454 Kil. *Holtaalen* (985 ft.), with a handsome new church, prettily situated in the valley. The costume of the peasantry here usually consists of a red jacket, leathern breeches, and a 'Toplue' or peaked woollen cap. We now descend the valley of the Gula to (463 Kil.) *Langlete* (770 ft.) and (472 Kil.) *Reitstøen* (670 ft.).

480 Kil. **Singsaas** (575 ft.; *Rail. Rest.*), with a bridge over the Gula. Large terraces of debris to the left mark the entrance of the *Forradal.* On the left a fine waterfall. — 486 Kil. *Bjørgen* (455 ft.), prettily situated. Three short tunnels. *Kotsøien*, a stopping-place. 499 Kil. *Rognæs* (300 ft.), with a bridge over the Gula. A little above Støren, to the left, is the church of *Engen*, at the confluence of the *Sokna-Elv* and the Gula. We cross the Gula.

510 Kil. **Støren** (290 ft.; *Rail. Rest.; *Hotel*) is charmingly situated at the mouth of the *Sokna*, through which the Dovrefjeld road ascends (R. 10). The beautiful rocky valley is well cultivated at places, and partly wooded. On the right, below Støren, a fine waterfall.

Remaining stations unimportant. 517 Kil. *Hovin* (170 ft.; see also p. 69). The train crosses the river, which here forms the *Gulefos* on the left and dashes through its narrow channel. 524 Kil. *Lundemo* (108 ft.); 530 Kil. *Ler* (80 ft.). The valley expands. The train crosses a tributary of the Gula twice and ascends a little. 535 Kil. *Kvaal* (160 ft.). The train now descends; view to the left. 538 Kil. *Søberg* (100 ft.). 541 Kil. *Melhus* (75 ft.), with a finely situated church. Numerous river-terraces are passed. We now quit the Gula, which turns to the N.W. and flows into the *Gulosen*, a bay of the Ørkedalsfjord (p. 69; an arm of the Trondhjems-Fjord). The train turns to the N.E. and crosses the hill between the Gula and the Nid, which falls into the fjord at Trondhjem. Before (546 Kil.) *Nypen* (230 ft.) we get a glimpse at the Ørkedalsfjord, and of a snowy mountain in the distance. 551 Kil. *Heimdal* (465 ft.). We now descend for the last time, passing numerous farms. At the stopping-place *Selsbæk* we reach the *Nid-Elv*, near the Lille Lerfos (to the right; p. 199), and then follow its left bank. Lastly (comp. Map, p. 194) a short tunnel under the suburb of Ihlen, beyond which we reach the harbour and the station of —

562 Kil. (350 M.) *Trondhjem* (p. 194).

12. From Christiania by Railway to Charlottenberg *(and Stockholm).*

143 Kil. (89 M.). Railway (Com. A, B) in 4¾-5 hrs. (fares 9 kr. 30, 7 kr. 20, 4 kr. 40 ø.). Two through-trains daily. One of these has through-carriages for Stockholm (17½ hrs. from Christiania; fares 43 kr. 5, 31 kr. 15, 19 kr. 55 ø.). See also R. 46.

From Christiania to (21 Kil.) *Lillestrøm*, see p. 53. The Eidsvold line (p. 53) diverges here to the N.; the Charlottenburg train runs towards the S.E., through less interesting scenery. Lillestrøm lies on the N.W. bay, called *Draget*, of *Lake Øieren* (330 ft.), a long basin of the Glommen.

29 Kil. *Fetsund*, where the train crosses the broad *Glommen*, just above its influx into Lake Øieren. Vast quantities of timber enter the lake here every spring on their way down to Sarpsborg and Fredrikstad. The train now follows the E. (left) bank of the river, which forms cataracts at places, all the way to Kongsvinger. 42 Kil. *Blakjer* or *Blaker;* 49 Kil. *Haga;* 58 Kil. *Aarnæs* (Rail. Rest.). At *Næs*, 3½ M. to the N., the *Vormen*, descending from Lake Mjøsen (p. 70), falls into the Glommen. 67 Kil. *Sæterstøen;* 73 Kil. *Disenaaen*, a halting-place; 79 Kil. *Skarnæs*, prettily situated; 87 Kil. *Sander;* 92 Kil. *Galterud.*

100 Kil. **Kongsvinger** (480 ft.; **Rail. Rest.*, with rooms to let; *Møllerud's Hotel*, *Jensen's*, both far from the station), a small town on the right bank of the Glommen, with 1300 inhab., is reached from the station by a long bridge. The *Fortress* (*Fæstning;* 770 ft.), erected in 1683, but now dismantled, played an important part in the wars between Sweden and Norway (fine view).

The railway turns to the S.E. and quits the Glommen. The *Vingersø* (475 ft.) and the long lakes near Aabogen and elsewhere are basins of a now deserted channel of the Glommen, which channel is followed by the railway (comp. p. 273).

112 Kil. *Aabogen*, 122 Kil. *Eidsskog*, 127 Kil. *Skotterud*, 133 Kil. *Magnor*, all with extensive timber-yards. The train quits the district of *Vinger*, in which Kongsvinger lies, a little beyond Magnor, and crosses the Swedish frontier.

143 Kil. (89 M.) *Charlottenberg*, the first station in Sweden, and thence to Stockholm, see R. 46.

13. From Christiania to Gothenburg by Railway.

357 Kil. ($221\frac{1}{2}$ M.). Railway (Com. C, and Kom. v). From Christiania to *Fredrikshald*, in 4-5 hrs. (express fares 11 kr. 60, 8 kr. 20, 5 kr. 50 ø.; ordinary 8 kr., 6 kr., 3 kr. 90 ø.); thence to *Gothenburg* in 7-$8\frac{1}{2}$ hrs. more, with change of carriages at Mellerud. From Christiania to Gothenburg one through-train daily (going on to Malmö) in 11 hrs. (fares 30 kr. 45, 23 kr. 35, 16 kr. 15 ø.).

The railway-journey itself is uninteresting, but the traveller should stop at *Sarpsborg*, *Fredrikshald*, and *Trollhättan*, going on in each case by the next train, and spending one night on the way if necessary. Steamers run daily from Moss, Fredrikstad, and Fredrikshald to Gothenburg. Travellers in the reverse direction should leave the railway at Moss and take one of the local steamers up the beautiful fjord to Christiania.

Christiania, see p. 8. (As far as Moss, comp. Map, p. 18.) The train rounds the suburb of *Oslo* and skirts the base of the *Ekeberg* (p. 17), affording a fine retrospect of the town. From (4 Kil.) *Bækkelaget* we survey the islands and villas of the *Ormsund*. The train skirts the *Bundefjord*, passing many country-houses. 8 Kil. *Lian*. The train ascends to (18 Kil.) *Oppegaard* (320 ft.). To the right is *Næsodden*, a large peninsula separating the Christiania Fjord from the Bundefjord. — 24 Kil. **Ski** (420 ft.; *Rail. Rest.*).

From Ski to Sarpsborg, 81 Kil., by the 'Østre Linie' (Com. E), uninteresting. — 6 Kil. *Kraakstad;* 13 Kil. *Tomter;* 21 Kil. *Spydeberg*. The line then crosses the broad *Glommen*. 29 Kil. *Askim*, with nickel-mines; 35 Kil. *Slitu;* 40 Kil. *Mysen;* 45 Kil. *Eidsberg;* 55 Kil. *Rakkestad;* 61 Kil. *Gautistad;* 73 Kil. *Ise*. The train then runs along the *Nipen*, and crossing the Glommen by the bridge mentioned at p. 76, reaches (81 Kil.) *Sarpsborg* (see p. 76).

Near (32 Kil.) *Aas* is an agricultural school. 39 Kil. *Vestby*. 48 Kil. *Soner*, station for *Soon*, a sea-bathing place. The train now descends to the fjord and skirts the picturesque *Mossesund*, the strait between Moss and the *Hjellø*.

60 Kil. **Moss** (*Rail. Rest.; Reinsch's Hotel; Moss Hotel;* Brit. vice-consul, *Mr. W. Erichsen*), a thriving town of 8000 inhab., lies on a bay of the Christiania Fjord. The convention of 14th Aug. 1814, which concluded the war between Sweden and Norway, was signed here. The station is on the S. side of the town, 5 min. from the steamboat-pier on the *Hjellø*, to which a bridge crosses. Opposite the church and Moss Hotel is an old churchyard, with tombstones of the 18th cent., now a promenade.

Steamers ply between Christiania and Moss several times daily, in $2\frac{3}{4}$-4 hrs. (Com. 125, 128, 129, 130, 155, etc.). A great part of their course lies between the *Hjellø* and the mainland.

Next stations *Dilling*, *Rygge*, *Raade*, *Onsø*. The train crosses the *Kjølbergs-Elv*, and passes through a tunnel.

94 Kil. **Fredrikstad** (*Rail. Rest.; *Olsen's Hotel*, more than 1 M. from the station; *Skandinavie*, near the pier; *Victoria;* Brit. vice-consul, *Mr. C. Thiis*), a town with 12,400 inhab., lies on the Christiania Fjord, at the mouth of the *Glommen*, Norway's largest river (350 M. long), on which the timber of *Østerdalen*, the most

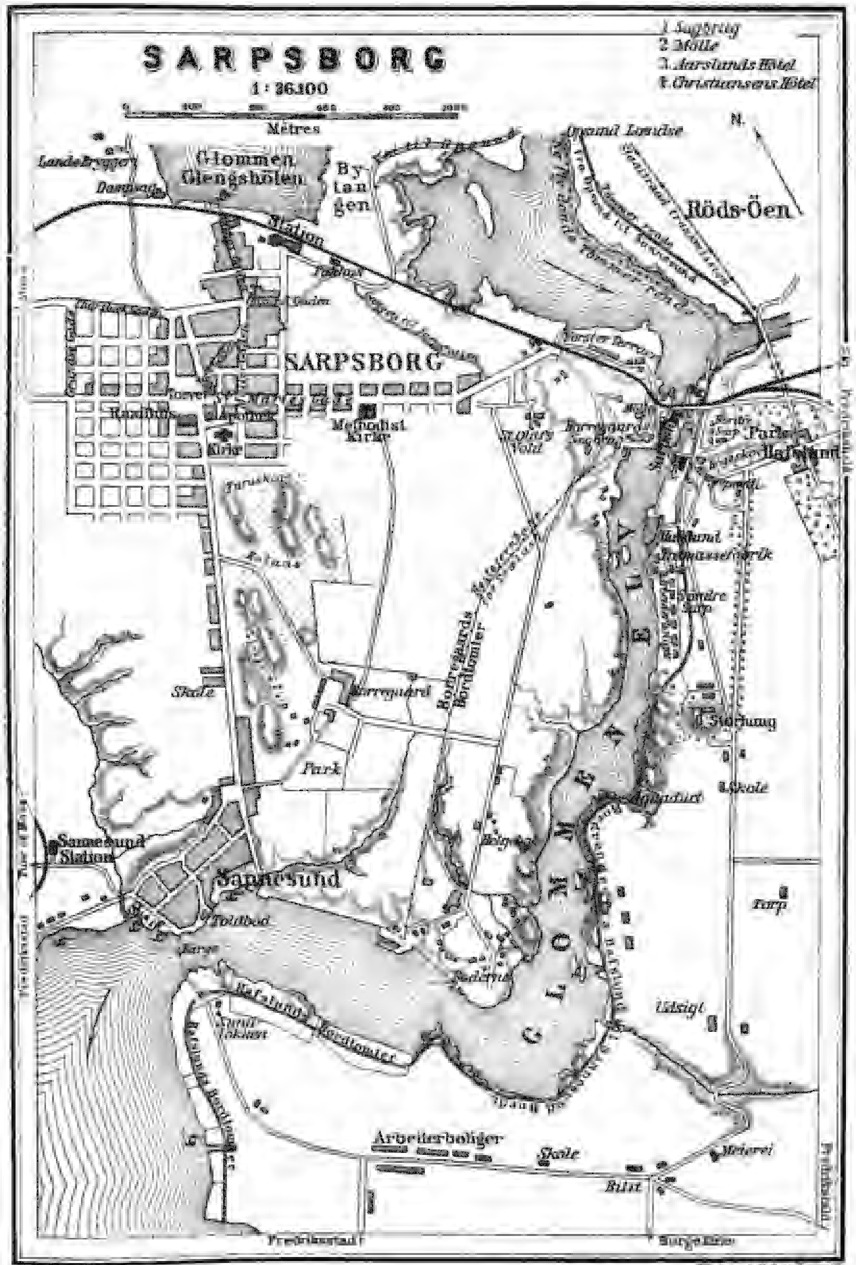
richly wooded district in Norway, is floated down to the sea. The town owes its importance to its timber-trade with Germany, Holland, France, etc. The busiest quarter is the *Forstad*, on the W. bank of the river, with the railway-station, a large new church, a theatre, and the 'Forlystelsehus Valhalla', a popular place of amusement. The old town on the left bank was founded by King Frederick II. in 1570, and was once strongly fortified. A steam-ferry plies between these two parts of the town.

On the *Torsøkile* (*Kile*, 'bay'), 7 Kil. E. of Fredrikstad, and 6 Kil. S. of Sannesund, lies *Torsøkile* or *Hundebunden*, a pleasant sea-bathing place. About 10 Kil. to the W. of Fredrikstad is the *Hankø Kystsanatorium* (three hotels and numerous villas; pension 120 kr. per month), which has daily steamboat-communication with Christiania (6 hrs.) and Fredrikstad (1 hr.).

Beyond Fredrikstad we pass on the left some curiously worn rocks. Pleasant views of the broad river. The train crosses an arm of the Glommen. The banks are covered with saw-mills, timber-yards, and brick-fields. 103 Kil. *Greaker*. The train quits the Glommen. 106 Kil. *Sannesund*, station for the S. port of Sarpsborg, with the quay of the Fredrikshald steamers.

109 Kil. **Sarpsborg** (*Rail. Rest.; *Aarsland's Hotel; Christiansen's Hotel*, R. 2 kr.), a small town with 2900 inhab., on the left bank of the Glommen, was founded in 1840 on the site of an ancient town destroyed in 1567. To the N. of the town the river forms the lake of *Glengshølen*, and to the S.E. the huge ***Sarpsfos.** A few hours suffice to visit the fall. From the station we either follow the road through the town, or turn immediately to the left, and then to the right, by a path which rejoins the road. The road then leads under the railway and with it crosses the fall by a *Suspension-Bridge* (see below). The finest point of view is a rocky projection to which we descend in a few minutes to the right on this side of the bridge. The huge volume of water, 116 ft. in width, falls from a height of 74 ft. The scene is most impressive in May and June. Numerous saw-mills and factories (of cellulose or wood-fibre, etc.) utilize the water-power. On the left bank there is a channel ('Tømmerrende') for the descent of the sawn wood. The rather shaky gallery adjoining it (reached by turning to the right beyond the bridge) affords another superb view of the fall. In the winter of 1702 a portion of the right bank, 2000 ft. long and 1300 ft. broad, on which lay a large farm-house, having been gradually undermined by the water, fell into the river with all its inmates and cattle. — From Sarpsborg to *Ski*, see p. 75.

The train now crosses the Glommen by a lofty bridge, borne by the four pillars of the suspension-bridge above mentioned, and overlooking the Sarpsfos to the right. 119 Kil. *Skjeberg* (128 ft.), in a marshy hollow; 131 Kil. *Berg* (230 ft.). Woods and patches of arable land ('Smaa-Lene') alternate with marshes and meadows. Farther on the train reaches the *Idefjord*, and affords a view of the *Brato*. Several tunnels. The train passes between the fjord


SARPSBORG
Mètres
1 Sagbrug
2 Mølle
3 Aarslands Hôtel
4 Christiansens Hôtel
N.
Glommen
Glengshølen
By tangen
Station
Röds-Öen
SARPSBORG
Raadhus
Kirke
Methodist Kirke
Skole
Park
Borregaard
Hafslund
Søndre Sarp
Aquaduct
Sannesund Station
Sannesund
Toldbod
Arbeiderboliger
Skole
Udsigt
Meieri
Fredrikstad
GLOMMEN

Geograph. Anstalt von Wagner & Debes, Leipzig

on the right and a rocky height on the left. It then skirts the grounds of the *Villa Rød* (Pl. A, 2; visitors admitted), and crosses the *Tistedals-Elv.*

137 Kil. **Fredrikshald.** — **Hotels.** *Schultz's Hotel (Pl. b; D, 3), Kirkestræde, R. 2 kr. 40 ö., B. 1 kr.; Jernbane Hotel (Pl. a; D, 3), at the station, well spoken of; Svea Hotel, less convenient. — *Rail. Rest.*

Steamers to *Strömstad* and *Gothenburg* (Com. 1, 4) about twice weekly; to *Strömstad* (Com. 61) daily; to *Christiania* (Com. 127, 128) daily; to *Skien* (Com. 216) twice weekly. — Brit. vice-consul, *Mr. C. W. Gedde.*

The ascent of the *Fredrikssten* (there and back) takes about $1^1/_2$ hr., including the excursion to Wein 3 hrs. (carr. 7 kr.).

Fredrikshald, an old town with 11,200 inhab., rebuilt after a fire in 1826, is picturesquely situated on both banks of the *Tistedals-Elv*, which here enters the *Idefjord.* It is one of the centres of the timber traffic of E. Norway and the adjoining parts of Sweden. On the S.E. it is commanded by the once important fortress of *Fredrikssten.* The villas of the wealthy merchants line the bank of the fjord.

Fredrikshald owes its name to the bravery with which the inhabitants repelled the attacks of the Swedes in 1658-60, in consequence of which Frederick II. exchanged its old name of *Halden* for Fredrikshald, and in 1661-66 founded the fortress of Fredrikssten. The Swedes under Charles XII. again attacked the town in 1716, and were again unsuccessful, chiefly owing to the gallantry of the brothers *Peder* and *Hans Kolbjørnsen.* In 1718 Charles XII. besieged Fredrikshald a second time, but was shot in the trenches at the back of the fortress on 11th Dec., whereupon his army raised the siege.

A walk on the harbour (Pl. C, 4) affords a fine view of the Fredrikssten and of the wooded islet of Saugø (p. 78). Adjoining the harbour is the market-place (Torvet; Pl. C, D, 3), where a simple monument commemorates the gallantry of the brothers *Kolbjørnsen.*

We follow P. Kolbjørnsen's Gade to the E., cross the outer wall of the fortress, and ascend a broad road in 8-10 min. to the gate ('V. Port' in the annexed Plan) of the *Fredrikssten (Pl. E, 3, 4; 365 ft.; admission free). This fortress crowns a rock rising precipitously on three sides, and dates in its present form chiefly from the reigns of Frederick V. (d. 1766) and Christian VII. (d. 1808). The garrison consists of a few companies of infantry. The best point of view is the *Brandbatteri* (Pl. 11; E, 4), with a flagstaff and some guns, immediately to the left beyond the Vest-Port. A good view is also obtained from the Klokketaarnet, the way to which should be asked. Passing through the fortress to the E. gate ('Ö. Port'), where to the S. and S.E. we observe the once important forts of *Overbjerg*, *Stortaarnet*, and *Gyldenløve*, we turn to the left. Where the road divides we again turn to the left (the road to the right leading to the town and to the Tistedal), and soon reach a wooden gate leading into the *Commandant Park* and to the *Monument of Charles XII.*, erected in 1860 on the spot where that monarch fell in 1718. It consists of a cast-iron pyramid with an inscription by Tegnér, to the effect that the hero, 'alike in fortune and misfortune, was the master of his fate, and, unable to flinch could but fall at his post'. If time is limited we return by the same route.

Leaving the park by the S.W. exit (comp. Pl. F, 4), we reach the Tistedal road a little below the bifurcation mentioned above, and descend in 6-8 min. to a broader road leading from Fredrikshald to Id. We turn to the left and after 5 min. diverge to the right. (A finger-post on the left shows the way to the *Skonningsfos.*) After 9 min. (not to the left over the Skonningsfos bridge, which affords a view up the valley to the villa of Wein, but) straight on, ascending gradually by the road on the left bank for 1/2 hr., and crossing the bridge to the left to TISTEDALEN. We then accend to (10 min.) the high-lying yellow country-house of *Wein* (pron. 'Vane'), which commands a view of the Femsjø (p. 79) and of the Tistedal, extending to Fredrikshald. We retrace our steps nearly to (8 min.) the church of Tistedalen, and keeping to the right, descend on the left bank of the river to (35-40 min.) the Skonningsfos bridge, from which 20 min. more bring us to *Peder Kolbjørnsen's Park* (Pl. D, E, 2).

Time permitting, the traveller may take the ferry (10 ø.) to the SAUGØ and walk through a narrow valley to the other side of the island. Fine view of the fjord with the Bratø and the Swedish bank opposite.

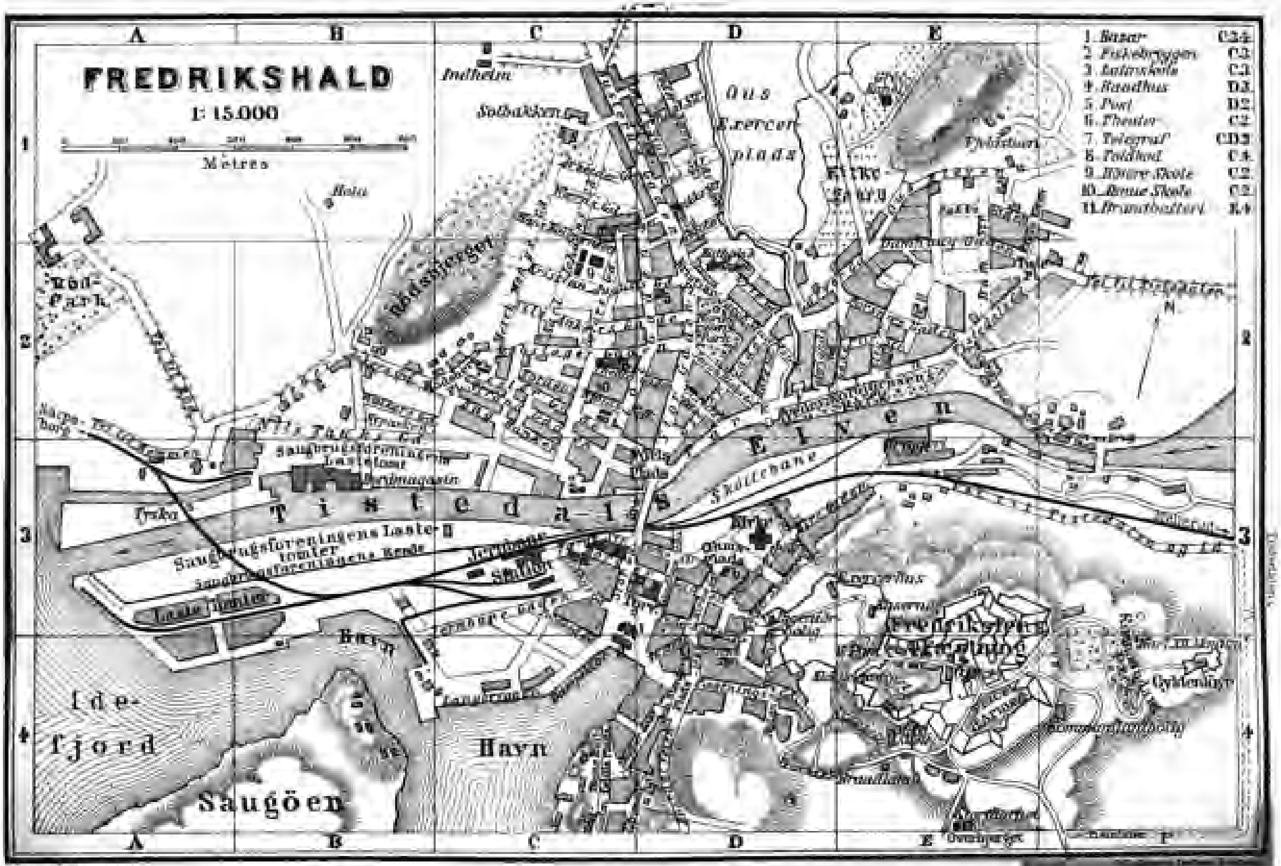
To the W. of Fredrikshald lie the beautiful park and villa of *Rød* (Pl. A, 2), the former open to the public (view).

The STEAMBOAT TO VENERSBORG by the Dalslands Canal (about 160 Kil. or 100 M.; thrice weekly, in 2 days; Kom. 211), is seldom used now that the railway is available; but travellers who desire to see a little of the Swedish canal system may choose this route from Ed to Sunnanå.

The **Dalslands Canal** was constructed in 1863-68 by *Nils Ericsson* (d. 1870; brother of the 'caloric' engineer John Ericsson), at a cost of 1½ million kr. Its locks and sluices are among the most remarkable in Sweden. Scenery pleasing, though not grand.

We take the train from Fredrikshald to (52 Kil.) Ed (see below), whence a branch-line conveys us to (3 Kil.) the 'Lastplats' *Lee*, or *Strand*, on the W. bank of the *Stora Lee* (330 ft.), a narrow lake 56 Kil. long. We now embark in the canal-steamer, which first steers to the N. into the *Foxen*, as the N. end of the Stora Lee is called, and then turns to the S.E. to *Trankils-Kyrka* and the *Lennartsfors*, a waterfall which it passes by means of three locks. It then enters *Leelången* (305 ft.), a lake 50 Kil. long. Near *Gustafsfors*, a place on the E. bank halfway down the lake, another canal diverges to the *Vestra* and *Östra Silen* lakes, to which a steamboat usually plies weekly. At the S.E. end of Leelången we pass through the two locks of **Bengtfors** (*Gästgifvaregården)*, where the steamers in the opposite direction spend the night. Beyond the *Bengtsbrohölja* ('hölja', a smooth reach) the steamer descends a series of five locks (while the traveller may walk) to —

Billingsfors (*Gästgifvaregården)*, where the steamer spends the night (7¼ hrs. from Strand), prettily situated. Near it is the *Kasberg*, a fine point of view.


FREDRIKSHALD
1:15.000
Métres
1. Basar
2. Fiskebryggen
3. Latinskole
4. Raadhus
5. Post
6. Theater
7. Telegraf
8. Toldbod
9. Högre Skole
10. Borger Skole
11. Brandbatteri
Hola
Indheim
Solbakken
Exercer plads
Kirke-Gaard
Tistedals
Elven
Stallbane
Saugbrugsforeningens Lastetomter
Saugbrugsforeningens Brede
Lastetomter
Jernbane Station
Tyska
Havn
Ide-fjord
Saugöen
Fredriksten Fæstning
Gyldenlöve
Overberget
Kommandantbolig
Kirke
Geograph. Anstalt v. Wagner & Debes, Leipzig

We now enter the *Laxen-Sjö* (245 ft.), on the E. bank of which lies *Baldersnäs*, a country-house with charming grounds. Seven more locks, the last of which is at *Katrineholm*, descend to *Åklången* (185 ft.), a narrow lake with wooded banks, at the S.E. end of which we reach —

***Håfverud** *(Inn)*, the most striking point on the canal. As the loose soil on one bank and the rocks on the other rendered it almost impossible to construct a canal adjoining the river here, Ericsson conceived and executed the bold plan of throwing an aqueduct (105 ft. long and 13 ft. wide) over the waterfall itself. The scenery at this point is also pleasing. While the vessel descends the locks, the passenger may ascend to a small belvedere on the left (E.) bank.

Below Håfverud are the two 'höljar' of *Öfre* and *Nedre Holn.* Two locks descend thence to the *Upperudhölja*, beyond which the steamer traverses the *Hjerteruds-Sund* and the *Svanfjord.* Lastly it descends through the largest of all the locks to *Köpmannabro* on Lake Wenern (155 ft.), and steers along the W. bank of that lake (about $3^1/_2$ hrs. more) to —

Wenersborg ($9^1/_2$ hrs. from Billingsfors). Thence to Gothenburg, see R. 41.

On leaving Fredrikshald we have a view of the pretty Tistedal, with its waterfalls, mills, factories, and country-houses. The train quits the valley by a short tunnel at (141 Kil.) *Tistedalen*, and runs along an ancient moraine resembling an embankment.

At (140 Kil.) *Femsjøen* we obtain a beautiful view of the lake of that name (275 ft.), $6^1/_2$ Kil. long, which is connected with the large *Aspern* (340 ft.), the *Aremarks-Sjø*, the *Ødemarks-Sjø*, and the *Ørje-Sjø* by canals constructed for the timber traffic. A small steamboat plies thrice weekly from Tistedalen to Skullerud (a pleasant trip, though seldom made).

The fortress of Fredrikssten is visible to the W. for a short time. Several tunnels. Glimpse, to the right, of part of the fjord of Fredrikshald. Beyond (150 Kil.) *Aspedammen*, to the left, we get a glimpse of the *Ørsjø*. Large timber-yards are passed near (159 Kil.) *Præstebakke*, beyond which we enter a thickly wooded district. 167 Kil. *Kornsø* (475 ft.) is the last Norwegian station.

The line crosses the Swedish frontier. The district, almost uninhabited, is marked by the traces of forest conflagrations. At (178 Kil.) **Mon** *(Rail. Rest.)*, the first station in Sweden, the custom-house examination takes place (comp. p. 273). Beyond Mon the train traverses a bleak heath, surrounded by barren hills. 185 Kil. *Hökedalen.*

189 Kil. **Ed** (**Rail. Rest.*, D. $1^1/_2$ kr.), prettily situated above the *Stora Lee.* By the station is a small monument to *Nils Ericsson*, the engineer (p. 78). A few paces farther on we obtain a fine view of the lake. Branch-line to (3 Kil.) *Lee*, the terminus of the steamers on the Dalslands Canal (p. 78).

The district beyond Ed abounds in marshes. Scenery monotonous. 207 Kil. *Bäckefors.* Beyond a tunnel we pass the *Tiåkersjö* on the right. 217 Kil. *Dalskog.* Farther on, to the left, we come in view of *Lake Wenern* and the small chalybeate baths of *Råstok.*

233 Kil. *Mellerud*, junction of the Gothenburg and Falun Rail-

way (R. 53) and of a line to (3 Kil.) *Sunnanå* on Lake Wenern. — From Mellerud to (124 Kil.) —

357 Kil. *Gothenburg*, see RR. 41, 53.

14. From Christiania to Gothenburg by Sea.

325 Kil. (201 M.). Steamboats. (a) Direct (see Com. 5, 8; also Kom. 204) several times a week, in 13-15 hrs., steering outside the island-belt, where the sea is apt to be rough. — (b) Indirect (Com. 1, 3, 4; also Kom. 109) several times a week, in 13-30 hrs., steering within the island-belt ('indenskjærs', Swed. 'inomskärs'). Chief intermediate stations: *Strömstad* (whence local boats ply daily to *Fredrikshald*), *Grebbestad*, *Fjellbacka*, *Lysekil*, and *Marstrand*. The quick steamer 'Göteborg' (Com. 3) performs the voyage by day.

The larger steamers, after passing Horten and Tønsberg on the right and Fredrikstad on the left, leave the beautiful Fjord of Christiania and stand out to sea; and little or nothing is seen of the coast until they reach Gothenburg. The smaller coasting steamers, after leaving the Fjord, thread their way through the Swedish island-belt ('skärgård'). The climate here is said to be unusually healthy, the sea-bathing places are much frequented, and the water is much salter and purer than in the recesses of the long Norwegian fjords. The inhabitants are chiefly fishermen, sometimes wealthy, and are descendants of the ancient vikings, who have left representations of their exploits in the '*Hellerfstningar*' still to be seen in the parish of *Tanum* near *Grebbestad*, at *Brastad* near *Lysekil*, and elsewhere. At many points on the coast there are remains of ancient castles, tombs, stone chambers ('valar'), and monuments ('bautastenar'), so that this region *(Bohuslän)* is justly regarded as a cradle of northern sagas. The cod, herring, lobster, and oyster fisheries are the most important. Windmills crown almost every height. The thousands of islands through which the steamer passes are little more than bare rocks.

The *Christiania Fjord down to *Moss* is described in R. 1. Below Moss the fjord widens, and the scenery becomes less interesting. At the mouth of the fjord we steer to the E. into the picturesque fjord of *Fredrikstad* (see p. 75). We then pass the *Hvaløer* on the right and the *Singeløer* on the left, and enter the narrow *Svinesund*, the boundary between Norway and Sweden, on a bay of which (the *Idefjord*) lies **Fredrikshald**, commanded by the fortress of *Fredrikssten* (see p. 77). The Gothenburg steamers, however, do not call at Fredrikstad or at Fredrikshald, but steer direct to —

Strömstad (*Gästgifvaregård*, *Stadshôtel*; Brit. vice-consul, *Mr. W. T. Lundgren*), the first Swedish station, a favourite watering-place (pop. 2400; mud and sea baths), at the efflux of the *Strömså* from the *Strömsvatn*. The *badgyttja* ('bath-mud') is obtained near the town. In the environs are numerous caverns and giant cauldrons *(jättegryttor)*, formed partly by water and partly by glacier action. Strömstad is a great depôt of oysters and lobsters.

Beyond Strömstad the vessel steers through the narrow *Harstensund*, passes the *Nordkosters Dubbelfyr* (lighthouse) on the right, and steers S.E. through the *Kosterfjord*. Near *Grebbestad* is the battle-field of *Greby*, with numerous tombstones. In the neighbouring parish of *Tanum* are a great many 'Helleristningar' (p. 80).

The next station is *Fjellbacka*, with 800 inhab., the centre of the Swedish anchovy-trade, curiously situated at the foot of a rock. In this rock is the *Rammelklåva* or *Djefvulsklåva*, a narrow cleft, near the top of which several large stones are wedged in. To the W. are the *Väderöar* and the *Väderbodsfyr*. We now enter the *Sotefjord*, with its dangerous sunken rocks ('blindskär'), swept by the waves of the Skagerrak. On the peninsula of *Sotenäs* to the left are the fishing-villages and bathing-places *Smögen*, *Grafverna*, and *Tången*. We next pass the *Malmö*, whose inhabitants, a peculiar race and small in stature, are supposed to be a remnant of the aboriginal Finns. Steering S.E. through the islands, we next call at —

Lysekil *(*Hôtel Bergfalk; Stora Badhuset)*, a favourite watering-place (1800 inhab.), with pleasant villas, on the long peninsula of *Stångenäs*, which with the *Bokenäs* forms the *Gullmarsfjord*, extending far inland. Though Lysekil lacks shade it has become even more popular than Marstrand. Good bathing. Sailing-boats 1 kr. per hour.

Beyond Lysekil some of the coasting steamers take the inner course ('inre vägen'), through the *Svanesund* and between the islands of *Orust* and *Tjörn* and the mainland, touching at *Uddevalla* (p. 259), *Stenungsö* (pleasant excursion hence to the lake of *Hällungen*), *Ljungskile*, and other small watering-places.

Most of the steamers, however, take the outer course ('ytre vägen'). They steer to the W., past the *Fiskebäckskil* on the left, touching at the *Gåsö* on the right, where several prosperous skippers reside, at *Grundsund* on the left, and at *Gullholmen* on the *Hermanö*, to the right. We pass the *Måseskär* and the *Kärringö* with their lighthouses and sight the red houses and the church of *Mollösund*, on the island of Orust. The rocks are covered with *Klipfisk* (p. 218). The larger steamers now pass through the *Kirkesund*, the smaller through the *Albrektssund*. Among the frequent lighthouses and beacons we next observe the *Hamnskärs Fyr*, near the dangerous *Paternoster Skär*, to the N. of Marstrand.

Marstrand (*Stads-Hotel;* Brit. vice-consul, Mr. A. N. Widell), a town with 1300 inhab., on the E. side of a small island, is visited by about 2000 sea-bathers annually. Handsome church of St. Mary, of 1460. The sea here is generally calm, being protected by the island-belt, and the water is very salt and bracing. The mild climate has gained for Marstrand the name of the 'Swedish Madeira'. Opposite the town, to the W., rises the fortress of *Karlstén*, once called the 'Gibraltar of the North'. To the N. is the *Koö*, with the small bathing-place of *Arvidsvik*. Small steamers ply daily between Marstrand and Gothenburg. — In another hour the steamboat reaches the mouth of the *Göta-Elf*, which it ascends in 1/2 hr. more to —

Gothenburg, see p. 253.

WESTERN NORWAY.

(As far as Trondhjem.)

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15. From Christiansand to Stavanger by Sea.

Excursions from Stavanger.

The distance from Christiansand is officially stated at 32 Norwegian sea-miles (206 Kil. or 128 Engl. M.), but the course of the steamer is considerably longer. The distances given below are given in Norwegian sea or nautical miles (S.M.; 1 S.M. = about 4 Engl. M.) from station to station. Steamboats, of different companies (Com. 175, 200 A), ply daily in 17-20 hrs. (fares 12 kr. 80 ø., 8 kr.; to Bergen, 21 kr. 20, 13 kr. 25 ø.). As the voyage is often rough, particularly between Ekersund and Stavanger, many travellers take their passage to *Ekersund* only (11 hrs. from Christiansand), and go thence to Stavanger by railway.

The voyage by the Large Steamers presents few attractions, as the coast is imperfectly seen from the steamboat; but the entrance to the Flekkefjord and some other points are striking. The vessel's course is at places protected by islands *(Skjær)*, but is often entirely in the open sea, particularly off Cape Lindesnæs, on the coast of Listerland, and near Jæderen. The small Local Steamers are much slower and call at many unimportant stations, but they afford a good view of the interesting formations of the coast. The coast-line is broken by numerous valleys descending from the '*Opland*' and terminating in long and deep fjords. These valleys are usually watered by rivers which frequently expand into lakes, and they afford communication between the *Kys'folk*, or dwellers on the coast, and the *Oplandsfolk*, who differ widely from their seafaring and trading countrymen in character, dialect, and costume. At the head of these valleys, which seldom offer any attraction to the tourist, and barely even the necessaries of life, lie huge tracts of barren mountains, spreading out into vast and rarely trodden table-lands *(Fjeldvidder)*, and very rarely culminating in distinct peaks. The bare rock-scenery of the coast is enlivened by a few small fishing and trading towns nestling in the fjords, and by an occasional furnace for the smelting of ore brought from the interior. One of the chief industries is the export of mackerel and lobsters to England. The former are packed in ice, while the latter are put alive into tanks *(Brønde)* in vessels constructed for the purpose, to which the sea-water has free access. If the sea is moderately rough the lobsters rise and fall with the motion of the vessel, and arrive in good condition; but if it is too smooth they are apt to sink to the bottom of the tank and crush each other to death. Another native product consists of the numerous plovers' *(Vibe)* eggs found on the moors and sandhills of *Jæderen*, near Ekersund.

The first steamboat-station is ($2^1/_2$ hrs.) —

5 S.M. **Mandal** *(Nielsen's Hotel; Natvig's;* British vice-consul, *Mr. T. F. Andorsen)*, the southernmost town in Norway, with 3800 inhab., consisting of *Mandal*, *Malmø*, and *Kleven*, and situated partly on rocky islands. The harbour is at Kleven. The *Mandalselv*, which falls into the fjord here, descends through a valley parallel to the Sætersdal, and through several lakes, from the *Aaserdal*, the upper part of the valley, 70 Kil. distant, inhabited by a primitive pastoral people (the 'Aaseralliuge'). Bears still occur here, but civilisation is advancing, and a Sanatorium has lately been erected at the village of *Aaseral*, which is reached by a good road. In summer the natives migrate to the neighbouring mountains (*tilfjelds* or *tilheis*; '*heia*', i. e. mountain-pasture), where they spend several months in their miserably poor *Fælæger*, and are not unfrequently attacked by bears. To the W. of Mandal are the *Undal* and the *Lyngdal*, two parallel valleys.

Beyond Mandal the steamer passes the mouth of the *Undals-Elv* and the conspicuous lighthouse (the oldest in Norway, founded in 1650) on **Cape Lindesnæs** (formerly *Lindandisnæs*, Engl. *Naze*, Dutch *Ter Neuze*), 160 ft. in height. The part of Norway to the E. of a line drawn from Cape Lindesnæs to the promontory of Stadt (p. 160) is called *Søndenfjeldske* or *Østenfjeldske Norge*, that to the W. *Vestenfjeldske Norge*. In $2^1/_2$ hrs. more we reach —

6 S.M. **Farsund** (*Jahnsen's Hotel; Mr. P. I. Sundt*, British vice-consul), a small seaport with 1600 inhab., near the mouth of a fjord running inland in three long ramifications, into the easternmost of which falls the *Lyngdals-Elv*. — The steamboat now steers towards the N., passing the lighthouse of *Lister*, and then the mouth of the *Feddefjord* on the right. Steaming up the *Flekkefjord*, we next call at ($2^1/_2$ hrs.) —

6 S.M. **Flekkefjord** (*Wahl's Hotel; Mr. J. P. M. Eyde*, British vice-consul), a prettily situated seaport, with 1580 inhab. and a good harbour. To the S.E. lies (10 Kil.) *Fedde* (p. 3) on the fjord of that name, into which the *Kvinesdal* descends from the N.E.; and to the N. runs the *Siredal*, with the *Siredalsvand* (120 ft.), the outlet of which falls into the *Lundevand*, to the N.W. of the Flekkefjord. Issuing from the Lundevand, the *Sira* empties itself into the sea in a cascade.

1 S.M. *Rægefjord* (not always called at) is the station for *Sogndal* (Sluhoug's Hotel), about 5 Kil. inland, near which are iron-mines worked by English owners.

6 S. M. **Ekersund.** — Salvensen's Hotel, 6-7 min. from the pier and 4 min. from the railway-station; Ellingsen's, to the right, 4 min. from the pier, plain, R. 1, D. 2 kr.; Jæderen, in the market near the station, English spoken; all three commended. — British vice-consul, *Mr. O. M. Puntervold.*

Ekersund or *Egersund*, a town with 2900 inhab. and a porcelain factory, lies in a bleak and rocky region, at the S. end of *Jæderen*, the flat coast-district extending to Stavanger, which affords good fishing and shooting. A fine survey of the environs is obtained from the rocky hill at the back of Ellingsen's Inn, with a pole on the top, reached in 25 min. by a narrow street opposite the railway-station, and an ascent to the right past the cemetery and a farm-house.

The Railway from Ekersund to Stavanger (76 Kil., in $3^1/_4$ hrs.; fares 4 kr., 2 kr. 48 ø.), which traverses this coast-plain, is unattractive, but in bad weather will be preferred by many travellers to the steamboat. Chief stations (38 Kil.) *Nærbø* (Restaur.), (61 Kil.) *Sandnæs*, prettily situated at the S. end of the *Stavanger Fjord* (comp. Map, p. 88) and (76 Kil.) *Stavanger.*

The Steamboat on leaving Ekersund passes the *Ekerø*, a large island with a lofty iron lighthouse. The coast here is unprotected by islands, and the sea is often rough. The steamer affords a distant view of the flat and dreary coast, enlivened with a few churches and the lighthouses of *Obrestad* and *Feyensten.* To the N. of the latter, and about 12 Kil. from Stavanger by road, is the church of *Sole*, adjoining which are the ruins of the old church, said to date from the 12th cent., and now fitted up as a dwelling by Hr. Bennetter, a Norwegian artist. We steer past the *Flatholm Fyr* and the mouth of the *Hafsfjord*, where Harald Haarfager (p. 95) gained a decisive naval victory in 872, which gave him the sovereignty of the whole country, and released him from a vow, taken ten years previously, not to cut his hair until he should be king of all Norway. A little farther on, the vessel turns to the E., passes the *Tungenæs*, a promontory with a lighthouse, and (6 hrs. from Ekersund) reaches —

15 S.M. **Stavanger.** — Hotels (all at Holmen, Pl. C, 2): *Grand Hotel, Valbjerg-Gade, corner of the Nedre Holme Gade, R. 3 kr., good cuisine; Jespersen's Hotel, Kirke-Gade; Phoenix, on the Skagen, tolerable, R. from 1 kr. 25, B. 1 kr. 25, D. 2 kr., S. 1 kr. 50 ø. (English spoken). — *E. M. Olsen's Enke's Private Hotel*, also on the Skagen. — Sea Baths at the Strømsten (Pl. F, 2), to the E. of the town. — Warm Baths in Jorenholmen.

Post and Telegraph Office, Nedre Holme Gade (Pl. C, 2). — Banks: *Norges Bank*, opposite the cathedral; *Stavangers Privatbank*, near the Grand Hotel.

British Vice-Consul, *Mr. Lars Berentzen*, who will also change English money. American Consular Agent, *Mr. Chr. F. Falch.* — Tourist Offices, *Bennet's* and *Beyer's*.

Stavanger, capital of the 'Amt' of that name, with 24,000 inhab., prettily situated on a branch of the *Bukkenfjord*, or *Stavanger-Fjord*, is the commercial centre of the *Ryfylke*, the district enclosing the fjord, and is also one of the oldest towns in Norway. It dates from the 8th or 9th century, but as it has suffered frequently from fires it now presents quite a modern appearance. Fish is the chief export, particularly herrings. The quay of the large steamers (Pl. B, 1) is at the mouth of the harbour of *Vaagen*, which runs far inland, on the N.W. side of the peninsula of *Holmen*. That of the fjord steamers is on the N.E. side of Holmen. The main street of the Holmen quarter is the Kirkegade, which, passing the *Valbjergtaarn* (Pl. C, 2; lighthouse; fine view from the top), leads in 6 min. to the cathedral. Opposite is the town-hall with the *Brandvagt* (Pl. C, 3), where the key of the church is procured.

The *Cathedral (Pl. C, 3), the most interesting building in Stavanger, and the finest church in Norway after the cathedral of Trondhjem, was founded by *Bishop Reinald*, an English prelate, at the end of the 11th cent. and dedicated to *St. Swithin* (*Suetonius*, Bishop of Winchester, d. 862). In 1272 it was burned down, but was soon afterwards rebuilt in the Gothic style. After the Reformation it was sadly disfigured, but since 1866 it has been restored by the architect Von der Lippe of Bergen. The nave is separated from the aisles by massive pillars, five on each side, in the peculiar northern Romanesque style, which evidently belong to the original edifice. The choir, which adjoins the nave without the intervention of a transept, terminates in a square form, and has a very effective

E. window. Its rich Gothic style points to a date considerably subsequent to the fire of 1272. The choir is flanked with four towers, two at the E. end, and two very small ones at the W. end. The aisles and the S. side of the choir are entered by remarkably fine portals. Pulpit of 1658 and Gothic font in the interior.

To the S. is the *Kongsgaard* (Pl. C, 3), with its old chapel (*Munkekirke*), once the residence of the bishop, who was transferred to Christiansand in 1685, now the *Latinskole.* — To the E. is a small park, bounded on the S. by the *Bredevand.*

Going further E. and ascending a little to the left, we reach the *St. Petrikirke* (Pl. D, 2), built by Von der Lippe in 1863-65. — Crossing the Nytorv, we may now follow the Pedersgade, leading out of it, nearly 1/2 M. long, to the docks by the *Spilderhaug* (Pl. F, 2).

The *Museum* (Pl. C, 2, 3) in the Nedre Strandgade, near the market, contains antiquities and natural history specimens (adm. Sun. 12-1 and 5-6, Wed. 12-1, 10 ø.) and a few pictures (Sun. and Wed. 12-2, 20 ø.).

Fine Views from the *Vaalandspib* (330 ft.; with a tower) and the *Ullenhaug* (460 ft.), 1/2 hr. S. of the town (comp. Pl., B, C, 4); also from the town-park of **Bjergsted*, 20 min. N. of the town, where a band often plays (adm. 20 ø.; belvedere). The park is reached by the Olafsklev (Pl. B, C, 3), the Løkkevei (Pl. B, 3, 2), and the Bjergtedsvei (Pl. A, 1), or by boat from the steamboat-quay in 10 min. (20 ø.; steamer in the afternoon 10 ø.).

An excursion may be taken to *Sole*, a village on the coast of Jæderen, 12 Kil. to the S.W. (p. 87). We may then return by *Malde*, to the N. of Sole, crossing the Hafsfjord (p. 87) at *Gaard Melling.*

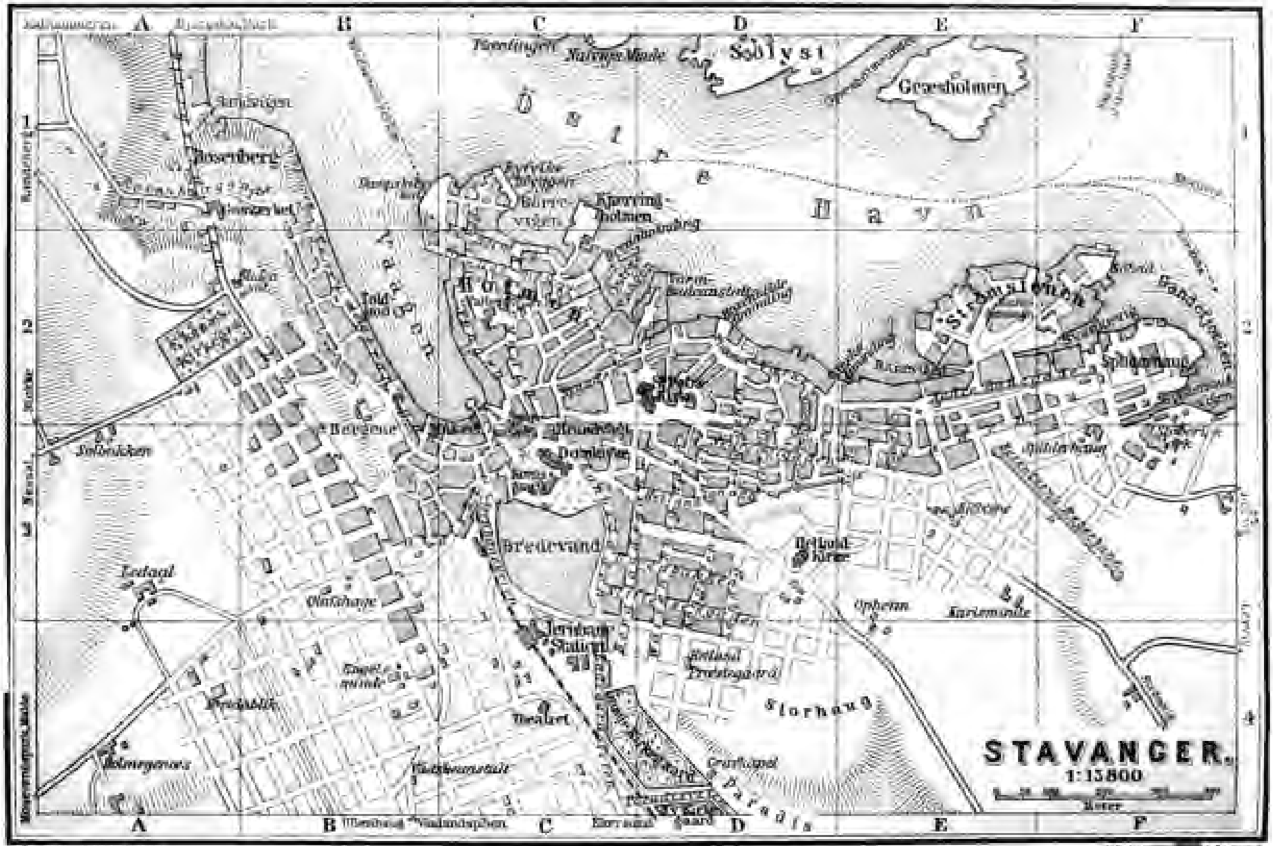
The Stavanger Fjord.

The *Bukkenfjord* or *Stavanger Fjord* is a broad basin to the N. of Stavanger, studded with numerous islands, and has ramifications indenting the land in every direction, some of them with smiling shores, others enclosed by precipitous cliffs. The lower part of the slopes is generally wooded, while snow-fjelds appear in the background. The only inhabited places are the islands and the deposits of debris at the foot of the cliffs. The scenery is little inferior to the finest on the Hardanger Fjord.

a. The Lysefjord.

Steamboat (Com. 235) once weekly (Wed.) to *Lysebunden* at the head of the fjord; there and back in 9-10 hrs. (pleasure-trip sometimes on Sundays, crowded). On four days a week the steamer calls at *Fossand* (2 hrs.), at the entrance to the fjord, and on five days at *Høle*, opposite the entrance. On these days a rowing-boat may be taken from Fossand or from Høle to (7-8 hrs.) Lysebunden, returning next day (with two rowers 15-20 kr.), but this is fatiguing.

Høle or *Høgsfjord* (tolerable quarters), to which we may also drive from rail. stat. Sandnæs (24 Kil., in 3-4 hrs.), lies on the *Høle-fjord*, nearly opposite the mouth of the Lysefjord, on which lies *Fossand*, near the church of *Gjøse*. A large moraine here led *Esmark*, the Norwegian savant, about the year 1821, to the conjecture that the whole country was once covered with glaciers.



STAVANGER.
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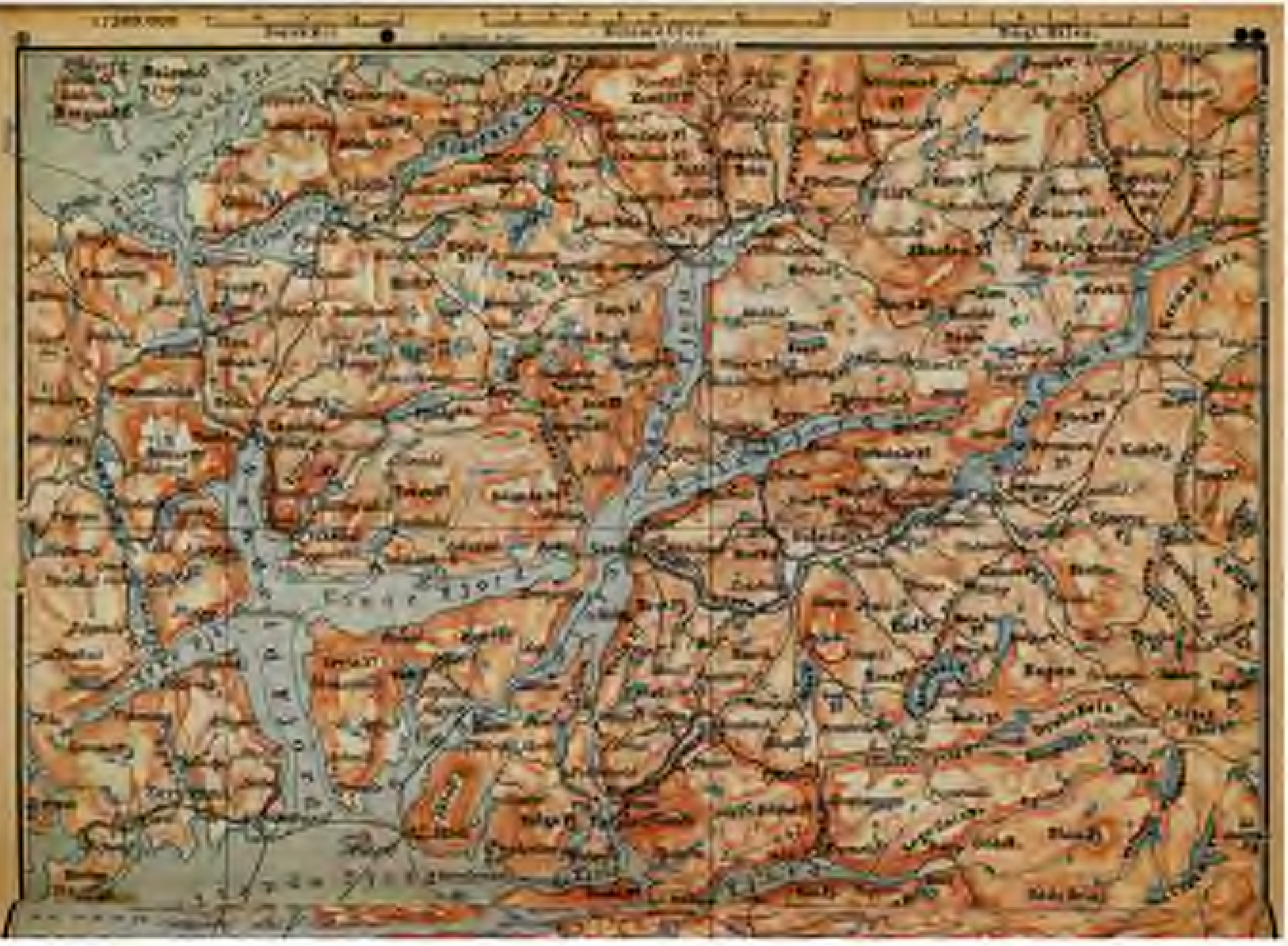
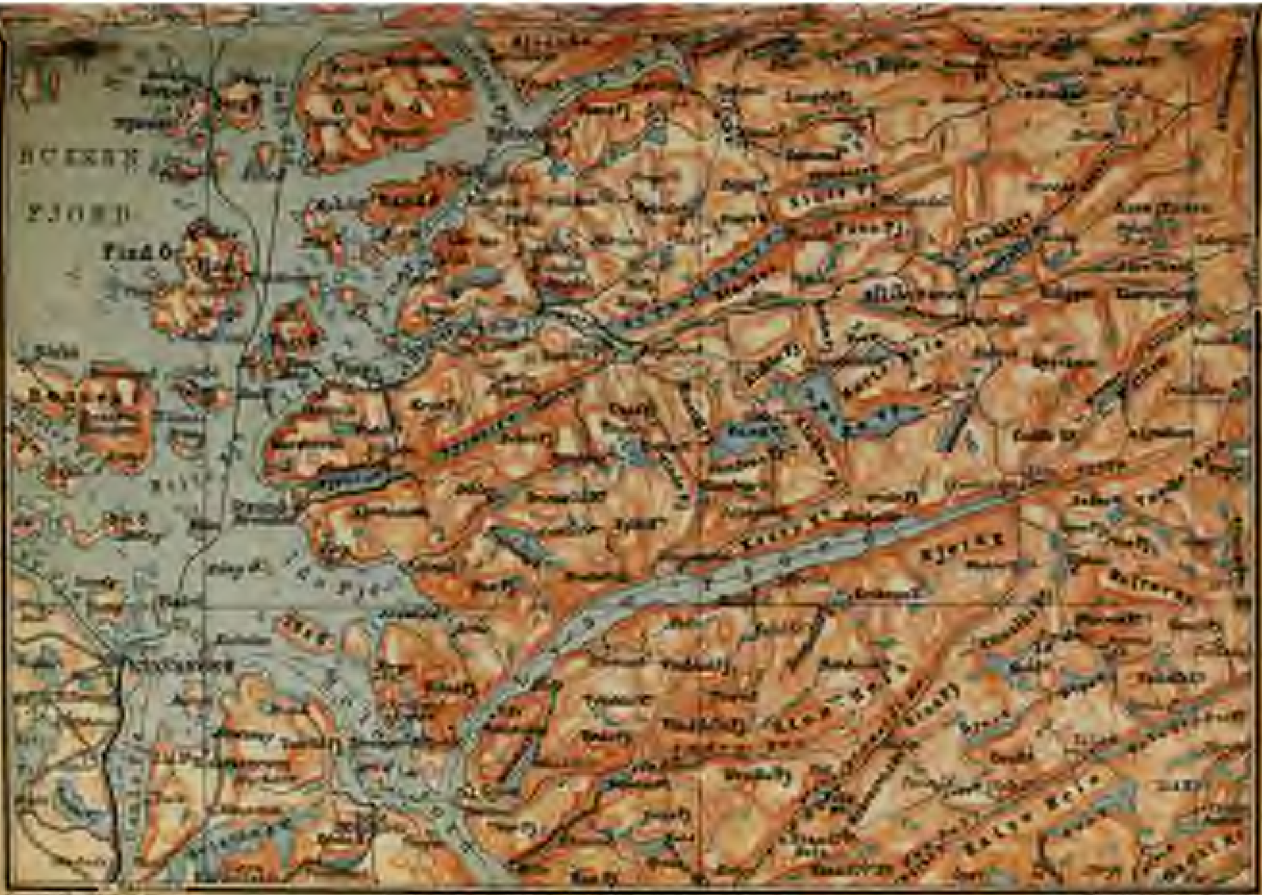
Meter
Sölyst
Græsholmen
Øster Havn
Vaagen
Rosenberg
Bredevand
Storhaug
Paradis
Domkirke
St. Petri Kirke
Jernbane Station
Theatret
Ladegaard
Holmegaard
Kjerringholmen
Ophein
Karismindé
Solbakken





BUKKEN
FJORD
Stavanger

STAVANGERFJORD

The ***Lysefjord**, the grandest fjord on the S.W. coast of Norway, is an arm of the sea, 500-2000 yds. broad, 37 Kil. long, and at places 1400 ft. deep, and enclosed by precipitous cliffs rising to a height of 3300 ft. The fjord is almost uninhabited. Opposite *Høleslid* lies the island of *Holmen*. About 20 min. later the steamer comes in sight of a curious rock high up on the N. bank. At the head of the fjord ($2^1/_2$ hrs. by steamer from Fossand), among huge rocks, lies the station of *Lysebunden* (two beds of the Stavanger tourists' club at the gaard *Nerebø*). On the *Kirag*, a mountain towering above the head of the fjord on the S. side, a curious phenomenon is sometimes observed. A crash like thunder is heard, and immediately after it what looks like a gleam of light, but is probably spray, flashes horizontally over the fjord, disappearing halfway across. The noise and gleam are believed to proceed from a kind of cavern in the face of the rock at least 2000 ft. above the fjord, and inaccessible except perhaps by ropes from the top, 1000 ft. higher.

From Lyse to *Helle* in the Sætersdal, very fatiguing, see p. 5.

The *Frafjord*, as the S.E. end of the Hølefjord is called (visited twice in alternate weeks by the steamer; Com. 235), is also worth visiting.

b. The Sandsfjord, Hylsfjord, and Saudefjord.

STEAMBOAT (Com. 236 A, also 236 B) to *Sand* daily except Sun. in $4\text{-}5^1/_2$ hrs. (fare 4 kr.), to *Saude* four times a week in $5^1/_2\text{-}7^1/_2$ hrs. (fare 4 kr. 80 ø.). Once a week a steamer to Jælsø or Jelse touches at a great many intermediate stations, arriving at Saude in 13 hrs. from Stavanger. (Or changing steamers at Jælsø, we reach Saude in $11^1/_2$ hrs. from Stavanger, preferable to the direct trips, time permitting.)

On leaving Stavanger we get a glimpse of the open sea to the left, but it is soon shut out by the islands. On the left lies the *Vadsø*. On the right are visible the mountains of the mainland, with snowy peaks in the distance. In an hour we pass *Strand* and *Tou* (which last is touched at twice a week). Between these places opens *Bjørheimskjæften*, a gorge through which the *Bjørheimsvand* empties itself into the fjord.

From Tou a good road leads past the Bjørheimsvand to the *Tysdalsvand*, on which we may row to the gaard *Nedre Tysdal* at the E. end; walk thence over the hill to *Tvedt i Aardal*, near *Bergeland*, and follow the road down the *Store Aa* to Aardal (see below), about 27 Kil. in all. From Bergeland the *Hjaafosser* may be visited.

The steamer steers N., past the *Talgø* on the left and the *Fognø* on the right, to *Juteberg* or *Judeberget* on the *Findø;* then across an open part of the Stavanger Fjord, where we get a glimpse of the Atlantic to the left, and past the *Helgø*, to the *Stjærnerø;* thence through a narrow strait between that island and the *Bjergø*, and across the *Nærstrandsfjord* to *Nærstrand*, a favourite summer resort; next across the mouth of the Sandeidfjord and past the *Foldø* to Jælsø (p. 90).

Once a week, after touching at Tou, the steamer enters the *Fisterfjord*, calls at *Fiskaaen*, and steers up the *Aardalsfjord* to

Aardalsosen or *Aardal,* near the mouth of the *Stor'Aa,* which descends from the *Øvre Tysdalsvand.* (Thence to Tvedt, near Bergeland, 8 Kil., see above.) Observe the extensive moraines of ancient glaciers. — Steaming down the fjord again and up the Fisterfjord to the N., we touch at *Fister;* then pass between the mainland and the *Randø* and reach *Hjelmeland,* a pleasant village amidst orchards, which has its name from a 'helmet' shaped hill near the church.

We next enter the **Hjøsenfjord,* with its wild and grand rocks, somewhat resembling the Lysefjord, and call at *Tytlandsvik* or *Tøtlandsvik* on a bay of its S. bank, and at *Valde* on its N. bank.

From the head of the Hjøsenfjord a rough and fatiguing path crosses the mountains in two days to *Valle* in the Sætersdal (p. 6).

Returning to the mouth of the fjord, we next steer N. to *Knutsvik* and then enter the mountainous *Erfjord,* where we call at *Haalandsosen,* and thence steer W. to *Jælsø.*

Jælsø or *Jelse* (Inn), which the direct steamers from Stavanger reach in 2½-4 hrs., and the indirect coasters in 10 hrs., is a considerable village, with a church and a good harbour. Most of the steamers touch here and exchange passengers for different destinations.

The vessel next steams up the **Sandsfjord**, which gradually narrows and is enclosed by lofty rocks, whence several waterfalls descend. The fjord afterwards expands a little. In 1½ hr. from Jælsø we reach —

Sand *(*Kaarhus; *Rasmussen; Mærvig),* at the mouth of the *Logen,* which forms the pretty *Sandsfos* 5 min. above the village. Route to the Suledalsvand, and thence to Horre and Odde, see p. 92.

The Sandsfjord now divides into the Hylsfjord to the N.E. and the Saudefjord to the N.

Once a week the steamer enters the ***Hylsfjord**, at the grand head of which lies the station of *Hylen.* Fine waterfalls descend from the rocks.

From Hylen to *Vaage* on the Suledalsvand, 1½-2 hrs. by a good bridle-path ascending the wild *Hylsdal,* and crossing the ***Hylsskar**, where we enjoy a splendid view of the lake below (comp. p. 92).

In 1½-2 hrs. from Sande the steamer reaches the head of the **Saudefjord,** at which lies —

Saude or *Søvde* and *Saudesjøen (*Rabbe's Hotel),* pleasantly situated, a favourite resort from Stavanger. Walks to the S.W. to the pretty *Svandal;* to the N.E. to (2 hrs.) *Birkelandsdalen*, with its grandly engineered road and zinc-mines; to the E., along the fjord, to (35 min.) *Indre Saude*, with the parish-church and a view of the *Søndenaa-Fos*, and thence to (10 min.) the bridge across the stream descending from the *Aabødal,* which here forms the *Høllandsfos.*

From Saude through the Slettedal to Seljestad, 1½ day: to Aarthun, where the night is spent, 4½ hrs.; thence to Seljestad 10 hrs., somewhat toilsome. Horse desirable owing to the streams and swamps that have to be crossed, but rarely to be had at Saude; more likely at Aarthun. Guide and provisions indispensable.

As far as the (3/4 hr.) bridge at the ***Hellandsfos***, see above. The road ends at ***Østreim***, 35 min. farther on. To the right rises the snow-clad ***Skavle Nut***. In 10 min. more we begin the ascent; below, to the right, flows the ***Stor Elv***. Several fine views, as we look back on the Saudefjord. (1/4 hr.) Bridge over the ***Fivellands-Elv***; 25 min., a saw-mill; 10 min., the gaard of ***Fivelland***. After a climb of 50 min. more we get a last view looking back on Østreim. The path turns N.E.; grand rocky landscape. In 1/4 hr. more we get our first view of Aarthun and the N. end of the ***Store Lid-Vand***, with the lower part of the ***Suldalsfos***. — About 50 min. later we overlook the whole *Basin of Aarthun, a green oasis, with houses, fields, stream, lake, and waterfall, amidst a dreary chaos of rocks. At (1/4 hr.) **Aarthun** (clean bed, with 'Fladbrød', milk, and cheese, at the house of ***Christen Aarthun***) we see the fine head of the Suldalsfos.

From Aarthun we ascend rapidly for 10 min., passing a broad waterfall on the right, and then enter the ***Slettedal*** to the N., following the right bank. To the right (10 min.) is a lofty fall of the ***Slettedals-Elv***, issuing from a gorge. We still ascend and in 25 min. obtain an extensive view of the valley. We then descend to (10 min.) a broad, level, and marshy part of the valley. — (10 min.) To the right, on the left bank of the stream, the sæter of ***Oiaden***. — (1/4 hr.) On the right, ***Reinaskard Nuten***. — (20 min.) ***Lias Sæter***, opposite which, to the E., the ***Bergedals-Elv*** descends in a waterfall into the Slettedals-Elv. — (25 min.) ***Indre Jore Sæter***. Numerous torrents on the left; landscape otherwise monotonous. — (65 min.) ***Skridet Sæter***. In 1/4 hr. more the valley becomes narrower and grander. To the left is a lateral valley closed by snow-clad mountains. We pass the sæter of ***Ornebu***. (3/4 hr.) The route bends to the E., (3/4 hr.) crosses the stream, and reaches the sæter of ***Vier***. Before we reach the head of the valley, which forms a kind of rocky amphitheatre with the sources of the stream, the path (1/2 hr.) turns to the N. (left) and ascends rapidly. From the (1 hr.) top we have a fine *Retrospect of the snow-draped Kirke-Nut and the Slettedal. In front of us lies a shallow basin containing the ice-bound ***Steen-Vand***. The path is indicated by cairns, but is easily missed owing to the snow. We now descend, obtaining (1 1/4 hr.) a fine view in front. — (40 min.) We see the Folgefond (p. 98) a little to the left. We cross a wide tract of moorland with numerous ponds, and gradually descend past the ***Nya Sæter*** to (1 3/4 hr.) a bridge crossing to the Røldal road- (5 min.) ***Seljestad***, see p. 93.

c. The Sandeidfjord.

Steamer (Com. 236 B, also 236 A) to *Sandeid* 4 times a week, in 6 1/2-7 1/2 hrs. (fare 4 kr.).

The steamers go either by *Judeberget*, *Nærstrand*, and *Jælsø* as above described, or take a longer route, touching at *Tou*, *Fister*, and *Hjelmeland*.

From Jælsø or from Nærstrand they steer N. into the *Sandeidfjord*, which presents no special attraction. Two lateral fjords diverging from it, the *Yrkefjord* to the W. and the *Vindefjord* to the E., form a complete cross, recalling the form of the Lake of Lucerne. Some of the steamers call at stations on these fjords. *Vikedal*, at the mouth of the Vindefjord, has a number of handsome gaards.

At the head of the fjord lies *Sandeid* (Fru Weidell's Inn), whence a road leads N. to *Ølen* (8 Kil.; p. 95).

16. From the Stavanger Fjord by the Suledalsvand to Odde on the Hardanger Fjord.

2-3 Days. This is perhaps the finest of all the approaches to the Hardanger Fjord. 1st Day. Steamer (Com. 236 A; see p. 89) in 4-$5^1/_2$ hrs. to *Sand*. Road (skyds, Tariff III) to *Osen*, a drive of $2^1/_2$ hrs. — 2nd Day. Steamer (Com. 354; see below) to *Næs* in $2^1/_4$ hrs. (fares 1 kr. 60, 80 ø.). Road (skyds, Tariff II) to *Horre*, or if full, to *Gryting i Røldal*. — 3rd Day. Road (skyds, Tariff II) to *Odde*. — If we arrive early enough at Osen we may row (in $3^1/_2$-4 hrs.; 3 rowers, $3^1/_2$ 4 kr.) the same evening to Næs, and go on to Odde on the second day.

If the steamboat from Stavanger suits, we may join this route from *Hylen* on the Hylsfjord (p. 90), crossing the *Hylsskar to Vaage (bridle-path, $1^1/_2$-2 hrs.), and taking the Suledal steamer next morning.

From Stavanger to *Sand*, see p. 90. — The *Logen*, whose valley the road ascends, forms several waterfalls (Sandsfos, p. 90). Both the river and the Suledalsvand, out of which it flows, abound with salmon and have been leased for 40 years by English anglers, whose handsome residences are seen at Sand, at the Skotifos, and near the church of Suledalen. About $^3/_4$ hr. from Sand we pass the hill of *Juvo*. To the left are the *Grovfos* and the *Skotifos*. The road crosses the river $^1/_2$ hr. farther on. Fine view in front.

The church of *Suledalen* and the gaard of *Mehus* lie to the left. In 50 min. more (a drive of about $2^1/_2$ hrs. from Sand) we reach —

Osen or *Suledalsosen* (**Underbakke's Hotel*, **Saltvold's Hotel*, with the skyds-station), beautifully situated on the right bank of the Logen, at its efflux from the Suledalsvand. Opposite rises the curious rocky pyramid of *Straabøkollen*.

The ***Suledalsvand** (steamer, see above), the S. part of which is enclosed by high mountains, is 28 Kil. long, but at first is no broader than a river. To the right lies the gaard of *Vik*, to the left *Vegge*. To the left is *Kolbeinsthveit*, where the road ends; to the right is *Helgenæs*. We then traverse the rocky defile of **Suledalsporten*, where the imposing cliff to the left rises to a height of 330 ft. The lake now suddenly expands. In a bay to the left are the large farms of *Kvildal* and *Øiestad;* then *Vorvik* and —

Vaage (good quarters; steamboat and slow skyds-station), with the *Hylsskar* rising above it (p. 90). We here enjoy a view of the central reach of the lake, there being five reaches in all. To the left, farther on, lies *Laleid*, on the hill. In front we obtain a good view of the curiously rounded and polished promontory of *Boshaugen* and of the mountains to the N. To the S.E. rise the snow-clad *Kalle-Fjeld* and the long *Kvenne-Heia*. — The steamer's terminus is Næs, but three days a week and at other times if required it goes on to (4 Kil.) *Roaldkvam* (pp. 6, 32).

Næs (**Erik Gautetun's Hotel; Nils Ljone's Hotel*, on the lake, R. 1, B. 1, S. 1 kr.), which affords a fine view of the lake and the snow-clad mountains in the background, lies at the mouth of the *Bratlands-Elv*, at the beginning of the road to Røldal. The skyds-station is *Avindskei* (no quarters).

The road ascends the beautiful ***Bratlandsdal**, passing at first through a grand gorge, with overhanging rocks and several waterfalls. At places it is hewn in the rock, and at one point passes through a tunnel. Farther on the valley is less interesting. At the gaard of *Thornæs*, about $5^1/_2$ Kil. from Næs, we cross to the left bank of the *Bratlands-Elv*, a stream descending from the Røldalsvand, and next pass the gaard of *Bratland.* To the left is a high waterfall. Farther on we pass the gaards of *Ørebække*, *Selleland*, *Hægerland*, and *Lien*, on the slope of the *Kaalaas*, and traverse a narrow ravine, with a series of cataracts. We then cross the *Hægerlands-Bro* to the right bank of the stream. This part of the route shows the most fantastic rock-formations, due to the ceaseless energy of the river. The road now reaches the narrow *Ljonevand*, skirts the gaard *Ljone*, and crosses the bridge of that name. Charming scenery. Above the small *Hundefos*, the outlet of the Røldalsvand, towers a huge cliff, worn smooth by the river.

22 Kil. *Botten* or *Botnen* (fast station, but no quarters) lies at the S. end of the **Røldalsvand** (1225 ft.), a lake enclosed by finely-shaped mountains. The road crosses the Bratlandselv and leads on the W. bank of the lake to (8 Kil.) —

Horre or *Haare* (*Breifond Hotel & Sanatorium*, R. $1^1/_2$-3, B. $1^1/_4$, D. 2, S. $1^1/_2$ kr.), where it joins the Haukeli road (p. 33). Carrioles may be had here, but the skyds-station is 3 Kil. further N.E., on the Haukeli road, at —

11 Kil. *Gryting i* **Røldal** (good quarters at the *Skyds-Station; *Hôtel Røldal*, R., B., S., 1 kr. each, D. 2 kr.; *Fredheim's*, *Jac. Hagen's*, and *Th. Hauge's* hotels), at the N. end of the Røldalsvand (1230 ft.), with a conspicuous old church. — From Røldal to Haukeli and Telemarken see p. 33.

The Hardanger road leaves the lake at Horre and ascends the *Horrebrækkene* in windings, which walkers avoid by short-cuts. On the right are the precipices of the *Horreheia*, on the left the *Elgersheia*. Looking back, we see the *Bredfond* or *Breifond* towering above the Røldalsvand to the S.E. At the top of the hill (3415 ft.) a dreary solitude with several ponds. We soon obtain a **VIEW of the valley of Odde, with the snowy Folgefond in the background, one of the grandest mountain-scenes in Norway.

The road gradually descends the **Gorsvingane** to the sombre *Gorsvand* (2815 ft.), at the lower end of which, by a kind of rocky gateway, is a waterfall. Then in zigzags, past *Svaagen* and the *Hedstensnut* on the right, down to —

28 Kil. (from Røldal; about 25 Kil. from Horre) **Seljestad** (2040 ft.; fair quarters, R. 50, B. 60 ø., D. 1 kr.; the landlord owns a herd of reindeer, pastured near). The road descends the *Hesteklev* in windings, past the *Hesteklevfos*, a fine waterfall, and threads its way through the **Seljestadjuv*, a wild gorge. Farther on, the road to the Aakrefjord (p. 95) diverges to the left, at the

gaard of *Jøsendal* (tolerable quarters). After 1 Kil. more the road to Odde passes near the gaards of *Skard* and below the *Espelandsfos* and the *Lotefos*. From this point to Odde, see p. 107.

26 Kil. *Odde* (p. 106).

17. From Stavanger to Bergen by Sea.

The direct distance by water from Stavanger to Bergen is 25 Norwegian sea-miles (100 Engl. M.), but the course taken by the steamers is considerably longer. In the following route the distances are given in sea-miles from station to station. — From Stavanger to Bergen about twenty steamers ply weekly, ten being large vessels from Christiania (Com. 175, 200 A) and two from Hamburg, while five or six smaller steamers ply weekly between Stavanger and Bergen only (Com. 236 D, 238, 240). The larger boats touch at *Kopervik*, *Haugesund*, and *Lervik* only, some of them at *Haugesund* only, beyond which they proceed direct to Bergen, either passing between the *Bømmelø* and the *Stordø*, or between the latter and the *Tysnæsø*. The outer islands are mostly bare and rocky, and of moderate height. The voyage by the direct steamers takes about 10 hrs., by the others 11-15 hrs., some of them taking the interesting course viâ *Terøen* (p. 96).

Nearly the whole voyage by all these steamers is in smooth water, protected by islands, except for a short distance between Stavanger and Kopervik, and between Haugesund and Langevaag. As the fine scenery of the Hardanger Fjord (R. 18) does not begin till the Herø and the Terø are approached, the traveller loses little by going thus far at night.

Stavanger, see p. 87. The vessel steers N.W.; on the left are the *Duse-Fyr* and *Tungenæs-Fyr* on the *Randeberg;* to the right the *Hundvaagø*, the *Mosterø*, the *Klosterø* with the ruined *Ulstenkloster*, and beyond it the *Rennesø* and other islands. Before entering the open *Bukkenfjord*, we observe on the left the lofty lighthouse on the *Hvitingsø*, and to the N.W. the lighthouse of *Falnæs (Skudesnæs)*. We pass on the left the small seaport (1200 inhab.) of *Skudesnæshavn*, with its lighthouse, at the S. end of the *Karmø*. The steamer now enters the *Karmsund*. The first station at which the smaller steamers usually stop is *Førresvik*, on the *Bukkenø*.

6 S.M. **Kopervik**, or *Kobbervik (Mad. Petersen's Inn)*, with 850 inhab., on the *Karmø*, a large and populous island, is the chief centre of the herring-fishery. The island is nearly flat, and partly cultivated, but consists chiefly of moor, marsh, and poor pasture-land, and is almost destitute of trees. It contains numerous barrows, or ancient burial-places, especially near the N. end, some of which have yielded valuable relics. The climate, cool in summer, mild and humid in winter, is exceptionally healthy, the average death-rate being only 12 per thousand. — About 16 Kil. W. of the Karmø lies the small and solitary island of *Utsire*, with a chapel and a lighthouse, where herrings usually abound.

On the left, about 7 Kil. beyond Kopervik, is the old church of *Augvaldsnæs*, adjoining which, and leaning towards it, is an old 'Bautasten', 26 ft. in height, known as '*Jomfru Marias Synaal*' (the Virgin Mary's Needle). Tradition says that when this pillar falls against the church the world will come to an end. — Farther

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N., on the opposite side of the 'Sund', are five similar stones, the '*Five Foolish Virgins*'. At the end of the Karmsund, on the mainland, lies —

2 S.M. **Haugesund** (*Jonassen's Hotel; Olsen's; Grand Hotel*), or *Karmsund*, with 5800 inhab., to the N. of which rises the *Haraldshaug*, where the supposed tombstone of Harald Haarfager (d. 933) is pointed out. On this spot rises the *Haralds-Støtte*, an obelisk of red granite, 55 ft. in height, on a square pedestal, around which are placed stones, 8 ft. high, representing the districts into which Norway was formerly divided. It was erected in 1872, on the thousandth anniversary of Harald's famous victory (p. 87). — A road leads from Haugesund E. to (48 Kil.) *Ølen* (see below).

To the N. of Haugesund is an unprotected part of the coast, called *Sletten*, which the steamers pass in about an hour. Near the N. end of this tract is *Lyngholmen*, where some of the steamers call, the first station in Bergens-Stift. To the W. is the *Ryvardens-Fyr* on a rocky island. We now enter the *Bømmelfjord*, one of the narrow inlets of the Hardanger (see below), passing the *Bømmelø* on the left, which contains gold-mines of little value, and on which rises *Siggen* (1540 ft.), a hill known as one of the 'towers' of Bergen. This district is called the *Sønd-Horland*, the natives *Søringer*. Grand mountains in the background. Some of the steamers next touch at *Tjernagel*, on the mainland, others at *Langevaag*, on the Bømmelø, opposite.

6 S.M. *Mosterhavn*, on the *Mosterø*, boasts of a church built by Olaf Tryggvason (995-1000), the oldest in Norway.

2 S.M. *Lervik*, where passengers to and from Ølen-Fjære (see below) change steamers, lies at the S. end of the *Stordø*, one of the largest of the islands at the entrance to the Hardanger. The wooded *Halsenø*, to the E., contains remains of a Benedictine monastery, founded probably in 1164, and several barrows. — Comp. annexed Map.

To the S. of Lervik opens the *Aalfjord*, with the villages of *Røkenæs* and *Vikevik*. To the E. is the *Skoneviksfjord* (steamer, Com. 244).

On the *Ølenfjord*, a S. arm of the Skoneviksfjord, lies **Ølen** (**Inn*, skyds-station), 8 Kil. from Sandeid (p. 91), and visited 6 times weekly by steamer (Com. 244). Several steamers call at **Etne**, at the head of the *Etne-Pollen*, whence a mountain-path leads direct to *Seljestad* (p. 93), a very fatiguing walk of 11-12 hrs. (about 50 Kil.).

Eastwards from the Skoneviksfjord runs the *Aakrefjord*, with the steamboat-stations *Aakre* and (at the head of the fjord) **Fjære** (bad quarters). From Fjære a narrow road, practicable for one-horse vehicles, crosses the mountains, amidst imposing scenery, viâ *Rullestad* (poor quarters) and *Vintertun*, in 6-7 hrs. to (18 Kil.) *Gaard Jøsendal* on the road to *Odde* (p. 94); a little beyond Vintertun a branch of the track descends to the right. Comp. the *Map*, p. 98).

Beyond Lervik the direct steamer traverses the Bømmelfjord and the *Klosterfjord*, named after the monastery on the Halsenø.

2 S.M. *Sunde*, on the E. side of the *Husnæsfjord*, on the peninsula of *Husnæs*.

Herø (*Inn*, well spoken of), a small island opposite *Helvik*, where passengers for the Hardanger sometimes change boats (9 hrs. from Stavanger, 5 hrs. from Bergen).

The scenery now becomes more interesting; the mountains are higher and less barren; on every side the eye is met with a profusion of rocks, islands, promontories, and wooded hills, enlivened with bright-looking hamlets nestling in sheltered creeks.

3 S.M. (from Sunde) **Terø** (*Olsen's Inn*), a little island and village near the N. coast of the fjord, is an important station, four steamers running thence weekly to Bergen, three into the Hardanger, and one to Stavanger. Travellers have often to change boats here. Beautiful scenery; to the W. the large island of Tysnæsø; to the E. appears the huge snow-mantle of the Folgefond (p. 98).

The district of *Nord-Horland* begins here. The steamer passes through the *Loksund*, a narrow strait between the mainland and the *Tysnæsø*, an island attractive to artists, anglers, and others. The next station, *Einingeviken*, lies on the Tysnæsø, at the N. end of the strait. Then **Godøsund** (**Gullaksen's Inn*, pens. 3½-4 kr., with sea-baths), on a small island to the N. of the Tysnæsø, recommended for a stay. The *Bjørnefjord* is next traversed. To the N. lies *Os* or *Osøren* (Hansen's Hotel, well spoken of; fast skyds-station), pleasantly situated on the *Fusefjord* (walks to Hatviken, the Ulvenvand, the convent of Lyse, etc.). The steamer passes *Lepsø* (to the right) and steers through the narrow *Krogene* ('windings') and the *Korsfjord*. To the right is the *Lysefjord*, with the charming island of *Lyseø*, property of the widow of the famous violinist Ole Bull (pleasant day's excursion from Bergen, viâ Nestun and Fane, p. 115), and the ruined *Lysekloster* (dating from 1146) on its E. bank. The steamer then rounds the peninsula of *Korsnæs*. Later, on the left, is the lighthouse of *Marstenfyr*, rising almost directly from the sea. Then *Bukken*, an islet between the mainland and the *Sartorø*; and next, on the left, the mountainous *Askø* (p. 115). Bergen comes in sight when the steamer rounds *Kvarven*, the N. spur of the Lyderhorn (p. 110).

17 S.M. (from Haugsund; 11 from Terø) *Bergen*, see p. 108.

18. The Hardanger Fjord.

From Stavanger to Odde on the Hardanger Fjord the overland route already described (R. 16) is the most interesting. Or we may go direct by STEAMBOAT (Com. 241), twice weekly, in 23-24 hrs. (fare 15 kr.). Or we may take a steamer from Stavanger to the *Terø*, and there change into the steamer from Bergen to Odde.

From Bergen to the Hardanger Fjord: STEAMBOATS (Com. 241, 244) to *Eide* almost daily in 9½-15 hrs. (fare 8½ kr.); to *Odde* in 12½-14 hrs. (fare 10½ kr.).

From Bergen viâ Vossevangen (railway) *to Eide*, see R. 20.

From Telemarken viâ the Haukeli-Sæter to Odde, see R. 5.

Rowing-boats are advisable for short distances only (tariff C).

The favourite headquarters for excursions are *Sundal*, *Eide*, *Utne*, *Vik* *i Eidfjord*, *Ulvik*, *Lofthus*, and *Odde*. The inns are generally good and reasonable, but are often full in the height of the season (ending about 10th Aug.).

The **Hardanger Fjord* is justly celebrated for the beauty and grandeur, as well as for the variety, of its scenery. It is enclosed by rocky and precipitous mountains 3000-5000 ft. in height, often separated from the water by fertile and thickly peopled districts, while the huge and spotless snow-mantle of the *Folgefond* (p. 98) is frequently visible in the background. The W. bank is much more varied in outline than the E. bank, where the rocky heights skirt the fjord for miles in an almost unbroken wall. To other attractions must be added two of the finest waterfalls in Norway, or indeed in Europe, both easily accessible to good walkers. The population (*'Harænger'*), too, and their national characteristics will interest many travellers. The bridal crowns and gold and silver trinkets (such as the *Sølje*, or *Sylgja*, a kind of brooch or buckle) are curious, and the embroidery, coverlids (*Slumretæpper*), and carpets (*Tæpper*) manufactured in this district are much sought after. The costumes are only seen to advantage on a Sunday morning before or after divine service. The women wear the 'Skaut', a kind of cap of white linen with stripes, and sometimes a picturesque red bodice. The primitive mode in which public worship is conducted is very characteristic. The national music and the six-stringed Hardanger violin are also curious and interesting.

Our description follows the course of the Hardanger-Søndhorland Steamboats (Com. 241), which however call at different stations on different trips and alter their routes accordingly. The distances are given in Norwegian nautical miles (comp. p. 84).

a. The Western Hardanger Fjord, to the Mauranger Fjord.

Steamer (Com. 241) from Bergen to *Sundal* twice a week in $5^1/_2$-$6^1/_2$ hrs. (fare 6 kr. 10 ø.). The other steamers do not call at Sundal, but keep nearer the N. bank of the fjord.

At the entrance to the *Kvindherreds-Fjord*, which forms the avenue to the Inner Hardanger, lie on the N. and S. sides respectively the steamboat-stations **Terø** and **Herø** (p. 96), at which the Sundal steamer does not touch.

At Terø we obtain a beautiful survey of the snowy *Folgefond* (p. 98) with its buttresses. Beyond Herø the vessel steers into the *Stor-Sund*, a strait between the islands of *Skorpen* and *Snilsthveid* on one side and the mainland on the other. On this strait are the stations *Uskedal*, overtopped by the *Englefjeld* and the *Kjeldhaug*, and *Demelsviken* or *Dimmelsviken* (Inn), between the dark *Solfjeld* on the S. and the *Skinnebergsnut* on the E., adjoined by the *Malmangernut*. Then —

$2^1/_2$ S.M. (from Terø) **Rosendal**, near the towerless church of *Kvindherred*, with the park and château (built in 1665) of the Barons Hoff-Rosenkrone, whose baronial dignity however was abolished along with all other titles of nobility in 1837. To the E. towers the conspicuous *Melderskin* (4680 ft.), which may be ascended in 6 hrs.: a fair path through the *Melsdal* to the *Midtsæter* and the *Myrdalsvand*, beyond which the ascent is rather steep. Grand view of the Folgefond and of the fjord down to the open sea.

Some of the steamers now cross to the stations *Gjermundshaven* and *Mundheim* on the N. bank (see Map, p. 95), or to the station *Skjelnæs* in the large *Varaldsø*. Thence to Bakke, Jondal, etc., see p. 99. — Between the Varaldsø and the mainland to the E., on which we observe the church of *Ænæs*, the fjord is called *Sildefjord.*

At Ænæs opens the ***Mauranger Fjord**, flanked with lofty cliffs, and stretching one of its arms up to the foot of the ice-clad Folgefond. On this fjord lies —

3 S.M. **Sundal** (*Hotel Sundal*, well spoken of; horses and guides), the starting-point for a visit to the Folgefond (see below) and its beautiful glacier the Bondhusbræ. Near Sundal is the gaard of *Bondhus*, with its pretty 'Røgstue'.

A bridle-path ascends the valley of Sundal, enclosed by high mountains, on the left bank of the stream, crossing remains of old moraines, to the (2-2$^1/_2$ hrs.) *Bondhusvand*, a small lake from whose steep banks fall several cascades. A boat belonging to the Norwegian Tourist Club conveys us to the other end (rowed by the guide), and on the way we enjoy a superb view of the ***Bondhusbræ**, which descends from the Folgefond, between the *Selsnut* and the *Bonddalsnut.* The adjoining sæter is occupied till the middle of July. From the lake to the glacier about $^1/_4$ hr.

From the Bondhusvand a path constructed by the German 'Nordlandsverein' in 1890 ascends to the Folgefond. It crosses the glacier-brook to the left by a new bridge and ascends rapidly between the huge boulders of an old moraine. In about 2 hrs. we reach the *Garshammer-Sæter* (about 2300 ft.; where the night may be spent). *Samson Sundal*, the owner, is one of the best glacier guides. Thence by a good path, passing at one point over steep debris ('Ur'), uncomfortable for riding, in 2 hrs. more to the margin (about 4450 ft.) of the huge ***Folgefond** ('fond', a field of snow), which covers a plateau about 36 Kil. long and 6-15 Kil. broad, without any distinct peak or summit. This enormous mass of snow and ice, which sends offshoots down the valleys in all directions, may be crossed without difficulty. At the rock called *Bottenhorgen* the horses are yoked to sledges and trot up the gradual snowy incline in about 3 hrs. to the top (5425 ft.), where we obtain a view of the Hardanger Vidda. On the E. side the Folgefond descends abruptly. The best descent is by *Tokheim*, with superb view (p. 105). The descent by the *Buarbræ* is suitable for experienced mountaineers only (p. 107). But without going farther the traveller will be repaid by an excursion from Sundal to this point and back.

INDRE HARDANGER & VOSS

Telemarken

From *Øre* on the *Nordpollen*, the N. arm of the Mauranger Fjord, to the *Sjørdals-Fos* and back, 5 hrs. (guide 3 kr.). From the Fos we may walk across the hills to Jondal (see below; 8-10 hrs.). — From Gjerde on the *Østre Pollen*, (boat from Sundal, 50 ø.), a good and safe path ascends to the Folgefond and crosses it, passing the *Hundsør* (5370 ft.), and afterwards descending rapidly to Tokheim, nearly 5030 ft. below (p. 107; guide, Gotschalk Gjerde: 1 pers. 8, 2 pers. 10, 4 pers. 12 kr.). As from Sundal, travellers may ride to the margin of the glacier and drive over the snow by sledges (16, 20, 32 kr.).

b. The Central Hardanger Fjord, to Utne and Eide on the E.

STEAMER (Com. 241) from Sundal to *Eide* twice a week in 4-4$^1/_2$ hrs. (fare 2 kr. 40 ø.). From Bergen to Eide, omitting Sundal, in 9$^1/_2$-14 hrs. (fare 8 kr. 50 ø.).

On leaving the Mauranger Fjord the steamer steers N. to Vikingsnæs and Norheimsund (see below). The other steamers, after calling at Gjermundshavn or Skjelnæs (p. 98), touch at —

5 S.M. (from Terø) **Bakke** (**Inn*), on the *Strandebarmsbugt*, a bay of the *Hisfjord*, to the S. of the church of *Strandebarm*, grandly situated. To the E. we see the *Myrdalsfos* and the Folgefond, to the N.W. the snow-clad *Thveite Kviting* (4190 ft.), and to the N.E. the *Tørviknut* (3520 ft.).

To the left of the Tørviknut a path leads by the gaards of *Haukaas* and *Solbjørg* and the *Torahella* sæter to (4-5 hrs.) *Netland* in the Steinsdal (p. 100). But the route along the bank of the fjord to Sandven, though longer, is more attractive.

Passing *Rørvik*, where the steamer touches once a week, and *Vikingsnæs* (three times a week), we next cross the Hisfjord to —

2$^1/_2$ S.M. **Jondal** (*Utne's Inn*), on the E. bank, noted for its 'Hardanger boats'. The fjord contracts.

EXCURSION TO THE SJØRDALSFOS, there and back in one day (with guide; *Samson Underhaug* or *Nils Vigene*; 3 kr.): road to *Birkeland* ($^3/_4$ hr.); then a steep ascent on foot to the ($^3/_4$ hr.) *Tveidalsstøl*, the ($^3/_4$ hr.) *Breisæter*, and the (1 hr.) *Freidalsstøl* (quarters); row over the *Kvandalsvand*, and ascend the *Sjørdalsskar*, where we see the *Sjørdalsfos* before us (5$^1/_2$-6 hrs. from Jondal). About 1 hr. farther is the *Juklevandshorg*, a grand point of view.

FROM JONDAL the road just mentioned ascends the *Korsdal* by Birkeland to (3 hrs.) *Gaard Flatebø* (1100 ft.), grandly situated. We may then go to the S. to the *Jondalsbræ*, near the *Dravlevand* and *Jøklevand*; or to the E. to the *Sørfjord* (p. 104). The latter route (8-10 hrs.; guide necessary) leads from Flatebø to the N.E. to *Sjusæt*, ascends steeply and describes a wide bend towards the N., turns to the E., skirts the *Thorsnut* (5164 ft.), and passes the *Saxaklep*. The highest point of the route is 4510 ft. above the fjord. Then a steep descent to the *Reisæter* (1080 ft.) and thence to *Bleie* (*Naae*, p. 105).

Beyond Jondal the steamer passes several waterfalls, leaving *Jonarnæs* on the right, and enters the *Ytre Samlen-Fjord*, touching at *Skuteviken* once a week. Beautiful scenery. The steamer rounds the *Axenæs* on the W. side, passes the church of *Vikør*, and enters the *Norheimsund*, on which lies —

2 S.M. (from Jondal) **Norheimsund** or *Sandven* (*Sandven's Hotel*, R. 1, B. 1, S. 1 kr., D. 1 kr. 60 ø.), charmingly situated, and suitable for some stay. Admirable view of the Folgefond, with a succession of intervening mountains. To the W. a road ascends the

Steinsdal; after $^1/_2$ hr. we cross a bridge on the right in order to visit the *Øfsthus (Øverste Hus) Fos*, a waterfall 100 ft. high, with a path passing behind it. — The *Torenut* (about 3430 ft.), to the N., easily ascended by the *Sjau-Sæter* in 5 hrs., is a fine point.

Beyond the *Øfsthusfos* the road ascends the Steinsdal, passing the farms of *Steine* (tolerable quarters) and *Birkeland*, to (1 hr.) *Netland*. Thence to Bakke, see p. 99. — From Norheimsund to Trengereid on the Voss Railway, $1^1/_2$ days. To the gaard of *Steine*, see above. Thence with guide, in $4^1/_2$-5 hrs., to *Gaard Eikedal* or *Egedal* (1030 ft.); then a precipitous descent past the *Eikedalsfos*, 285 ft. in height, to the beautiful *Frølandsdal (i Samnanger)*, in which, 9-10 hrs. from Norheimsund, we reach *Tøsse* (Inn), on the *Aadlandsfjord*. From Tøsse we cross by boat to (4 Kil.) *Aadland* (p. 116), whence a skyds-road leads to Trengereid.

Beyond Norheimsund the steamer touches at —

Østensø (*Hotel Østensø*, at the pier), prettily situated on the bay of that name, a summer resort.

A promontory to the W. of *Østensø* separates the bay of *Østensø* from the narrow and picturesque ***Fiksensund,** 11 Kil. long, at the head of which lies *Gaard Botnen* (reached by boat from *Østensø* in $3^1/_2$-4 hrs.). High up on the hill-side beyond the Næs is seen a huge giant-basin ('Jættegryde'), called *Gygrerøva* (*Gygr*, 'giantess'), from the tradition that a giantess, trying to draw an island in the fjord towards her, failed from the breaking of the rope, and caused this indentation by falling backwards. — From Botnen a path (guide unnecessary), very rough and steep at places, ascends the *Flatebøgjel* (*Gjel*, 'rocky ravine') to the (5 Kil.) *Løkedal* sæter (whence we may ascend the *Flatebøfjeld*, 3460 ft., a fine point of view, 2-3 hrs. there and back). From the sæter the path ascends to the watershed (1900 ft.), and then descends a little to (6 Kil.) *Hodnaberg*, at the N.E. end of the *Hamlegrøvand* (1965 ft.; said to afford good fishing). We now descend by the course of the river issuing from the *Thorfinvand* to (6 Kil.) *Gaard Skjeldal* (1075 ft.). From this point a good road to (5 Kil.) *Grimestad*, at the W. end of the *Vangsvand*, 1 Kil. from rail. stat. *Bulken* (p. 118; the road to which passes the gaard of *Liland*). Skyds by water from Grimestad to Vossevangen reckoned as 9 Kil. The whole route from *Østensø* to Vossevangen takes 12-14 hrs. in all.

Soon after leaving Østensø the steamer commands a view, to the left, of the beautiful *Indre Samlen-Fjord*. Some boats cross the fjord to *Herand*, on the S. side of the bold *Samlehovd* or *Samlekolle* (2060 ft.); others steer past the mouth of the Fiksensund to *Stenstø* and to *Aalvik*, on the N. bank, near which is the picturesque *Melaanfos*. All the steamers steer to the head of the narrow and somewhat monotonous *Gravenfjord* and there stop at —

3 S.M. (from Norheimsund) **Eide** (**Mæland's Hotel*, on the river, R. from $1^1/_2$, B. or S. $1^1/_2$, D. 2 kr.; **Jaunsen's*, 5 min. from the pier; fast skyds-station), the busiest place on the Hardanger Fjord, being the station for Vossevangen, and prettily situated. Beautiful walk to the N. to the *Gravensvand* ($^1/_2$ hr.).

From Eide to Ulvik (19 Kil., pay for 32), a splendid walk (4-5 hrs.). Riding (horse 3 kr. 76 ø.) or driving (stolkjærre 8 kr.) is inconvenient and at places almost impracticable. Luggage should be sent round by steamer from Eide to Ulvik. From Eide we follow the Vossevangen road to (4 Kil.) *Gravens-Kirke* (p. 118), where our route to Ulvik, very steep at places, diverges to the right. Nearly halfway is the *Vatnesæter* (refreshm.). A little further we reach the highest point of the route (about 1900 ft.), between the *Graahellerfjeld* and *Grimsnut* on the right and the *Kvashoved* on the left, and soon get a magnificent view of the

Ulviksfjord. To the E. rise the *Onen*, from which the *Døgerfos* falls to a depth of 1500 ft., and the *Balonefjeld*, and to the N.E. the majestic *Vas-Fjæren* (5350 ft.). On the descent to ($1^1/_4$ hr.) *Brakenæs*, very steep at places, the scenery becomes even more picturesque, particularly at the *Furusæter* and *Lindebrække*. On the hill, about $^1/_4$ hr. before we reach Brakenæs, is *Wilhelmsen's Hotel*, beautifully situated (p. 103).

From Eide to Vossevangen, see p. 118. $2^1/_2$ S.M. (from Eide) **Utne** (**Inn*), beautifully situated on the *Utnefjord*, the avenue to the inner ramifications of the Hardanger. At the back of the village lies a shady valley. The ($2^1/_2$ hrs.) *Hanekamb* (3590 ft.) affords a fine survey of the Utnefjord, the Eidfjord, and the Sørfjord.

To the N. of Utne, at the mouth of the Gravenfjord, on the right, rises the *Oxen* (4120 ft.), which may be ascended from the S.E. side; fine view, especially of the Sørfjord to the S. and the high mountains to the E. On the S. slope of the Oxen is a Runic stone.

c. The Eidfjord.

STEAMER (Com. 242) from Eide to *Ulvik* daily, in 3-4 hrs. (fare 2 kr.).

The **Eidfjord**, the easternmost branch of the Hardanger Fjord, is enclosed by precipitous rocks. The steamer calls when required at *Ringøen*, *Djønne*, and *Vallavik*. Beyond the *Busnæs*, with the gaard of *Bu* (which the *Bunut* behind it shades from the sun the whole winter), the *Osefjord* diverges to the left (p. 103). The steamer passes its mouth. On the right towers the *Skoddalsfjeld*. At the mouth of the valley running inland between the Skoddalsfjeld and the *Rullenut* lies *Erdal*, with a saw-mill and a group of houses, where moraines and ancient water-lines are observable. On the N. side of the fjord rises the ice-girt *Onen* (5150 ft.). Facing us rises the almost entirely bare *Vindaxel*. Between the Onen and Vindaxel opens the *Simodal*, above which peers the snowy plateau of the *Hardanger-Jøkul* (p. 103). Some of the steamers call at Simodalen and steer thence to —

5 S.M. (from Eide) **Vik** *i Øifjord* or *Eidfjord*. — HOTEL VØRINGSFOS, a large timber-built house, rather noisy, kept by the brothers *Næsheim*, who speak English; R. $1^1/_2$, A. $^1/_2$, B. $1^1/_2$, D. 2 kr. — SKYDS according to tariff II.

Vik, grandly situated in a bay near the E. end of the Eidfjord, is a good starting-point for several fine excursions. About $^1/_2$ M. distant is the church of *Øifjord* or *Eidfjord*, situated on a moraine ('Vŏr') about 1 M. broad, which separates the fjord from the Øifjordsvand. The river issuing from the latter forces its way through the moraine.

TO THE VØRINGSFOS, 8-9 hrs., there and back. The carriage-road leads past the church to the *Øifjordsvand*, a lake enclosed by huge rocks, from which several waterfalls descend. It follows the W. bank, passing the gaard of *Kvam* ('basin') on the hill above, from which the *Kvamfos* descends. On the opposite bank rises the *Øifjordsfjeld*, with the *Trellefos*.

8 Kil. **Sæbø** (tolerable quarters), with several other gaards

(Møgeletun, Lilletun, Varberg, and *Røise)*, lies at the head of the lake on a small fertile plain, bounded by the *Bygdarelv* (or *Hjælmoelv*), which descends from the *Hjælmodal* on the S., and by the *Bjøreia* emerging from the *Maabødal.*

The path to the Vøringsfos (unmistakable; horse there and back 5 kr.) ascends the moraine, and then descends into the wild Maabødal on the left bank of the *Bjøreia*, which it afterwards crosses by a lofty bridge. In 1 hr. we reach the gaard of *Thveithougen.* The path ascends steeply, passing enormous blocks of rock and wild cataracts, to (1/2 hr.) *Maabø*, amidst a chaos of rocks where the river is lost to view.

The path constructed by the 'Turistforening' from this point to the fall crosses the river and ascends its steep left bank to the small, dark-green *Maabøvand.* Alpine vegetation. In 1 hr. more we reach the stupendous ****Vøringsfos,** the roar of which has long been audible (*Gaaratun's Inn*, coffee, beer, cold meat; also 3 beds; moderate). The Bjøreia plunges over the rocks at the head of the ravine in a single leap of 470 ft. into a basin enclosed by perpendicular rocks on three sides. Two ridges of rock at the top divide the river, which comes from the right, into three falls, which however soon re-unite. A dense volume of spray constantly rises from the seething cauldron, forming a cloud above it. A wire bridge carries us close to the fall. Beautiful rainbow-hues are seen in the spray, especially of an afternoon.

A path made in 1889 ascends by the fall, and at the top crosses a second bridge to a projecting rock, the view from which however is less impressive.

From Maabø a bridle-path ascends the *Maabøgalder* ('Gald', 'rocky declivity') to (2 hrs.) the gaard of **Høl** (tolerable quarters), situated on a dreary plateau, 2000 ft. over the sea-level, above which is seen the column of spray rising from the waterfall. It was this phenomenon which led Prof. Hansteen to the discovery of the fall in 1821.

Those who sleep at Høl may now, instead of retracing their steps, cross the plateau towards the S. to the *Skisæter* and *Bærrastøl*, and descend into the imposing *Hjælmodal*, through which a good path descends to Sæbø (a walk of 7-8 hrs. in all). — Or we may take a path leading from Høl to the N. through the *Isdal*, with the *Isdalsvand*, descend abruptly to the gaard of Thveit in the *Simodal* (see below), and follow the valley down to the fjord, a rough walk of 10-12 hrs. (in the reverse direction 13-14 hrs.; boat to Vik, 1 hr. more). Guide necessary.

Excursion to the Simodal. Splendid walk to the Rembesdalsfos and back (7-8 hrs.; guide 3 1/2 kr.); or to the top of the fjeld opposite the Skykjefos, and back (10-12 hrs.; guide 5 kr.). Provisions necessary. — The E. end of the Eidfjord consists of a narrow bay about 3 Kil. long, where the steamer calls two or three times a week only (Simodalen station), but it is generally most convenient to visit it by rowing-boat from Vik (5 Kil., in 1 hr.). To the N. from the head of this bay stretches the *Aasdal*, in which rises a curious isolated rock about 380 ft. in height, and to the E. runs the ***Simodal.** A road ascends the latter of the gaards of *Mehus*, where the valley is so narrow that the towering rocks above may be seen through the *Ljor* ('smoke-hole'), and to (5 Kil.) *Thveit* (good quarters), the highest gaard in the valley. Near it are several 'Koldehuller' ('cold holes'), in which water is said to freeze even in summer (uninteresting). The path now leads on the right bank of the torrent to the (5 Kil.) head of the valley, which terminates abruptly in a lofty rock, over which falls the *Rembesdalsfos*, while to the E. is seen the **Skykjefos*, a grand waterfall nearly 2000 ft. high, part of which is a single leap of over 700 ft. — We may next ascend to the *Rembesdalsvand*, to the margin of which a glacier of the *Hardanger Jøkul* (6540 ft.) descends. The most striking point of view is an abrupt rock opposite the Skykjefos, from which we command the fall, and look sheer down into the valley beneath.

From *Vik i Øifjord*, *Kinservik*, *Ullensvang*, *Espen*, and *Skjæggedal*, rough mountain-paths, rarely trodden except by reindeer-stalkers, cross the wild solitudes of the **Hardanger Vidda** to Telemarken in 2-3 days. These routes unite at the base of *Haarteigen* (5550 ft.), a truncated cone, where an excellent idea of the singularly desolate character of the Norwegian 'Høifjeld' may be formed. On every side extends a dreary tableland, rarely relieved by 'Nuter' or knolls, while the distant snow-mountains are also flat and shapeless. Far and wide not a trace of human habitations, not even a valley to suggest their existence. But the countless lakes teem with trout, wildfowl nestle in the chaos of rocks, reindeer follow the migrations of the lemmings (see p. 150), and the eagle pursues his quarry unmolested. The atmosphere on this plateau, 3000-4000 ft. above the sea-level, is exceedingly clear and bracing, but mists and storms are frequent. Travellers or sportsmen traversing this region must sleep in a sæter, in the hut of a reindeer-stalker ('Vejdemand') or fisherman, or in a wretched *Fælæger* (p. 135), or shepherd's hut, no other shelter being procurable.

From Vik we steam down the Eidfjord and turn to the right into the **Osefjord**, the N. branch of the Eidfjord, with a grand mountain-background. On the right, near the entrance, is a fall of the *Bægnaelv*. A low wooded hill, called *Osen*, separates the severe Osenfjord from its W. arm, the smiling *Ulviksfjord*, into which we steer. We soon come in sight of the farms of Ulvik thickly clustered round the head of the fjord.

3 S.M. (from Vik) **Ulvik.** — *Vestrheim's Hotel, largely occupied by summer boarders; Brakenæs Hotel, R., B., S. each 1, D. 1 kr. 60 ø.; *Wilhelmsen's Hotel, on the hill (p. 101), 1/4 hr. from the pier. — Skyds Station at *Hjæltnæs*.

Ulvik-Brakenæs, beautifully situated, is one of the most attractive places on the Hardanger Fjord. *Brakenæs*, with its church, behind which there is a fine waterfall, is the chief cluster of houses among the hamlets and farms at the head of the fjord, which are collectively known as *Ulvik*.

Pleasant *Walk along the shore to the E. to *Hagestad* and *Lekve*, an ancient 'Kongsgaard', or royal domain, and thence across the hill to the Osefjord (1 hr.). At a group of huts here a boat may be hired for the trip to Ose (4 Kil.; 1 hr.). Another walk to the *Solsivand*, 1 hr. N. of Lekve.

The *Head of the Osefjord (where the steamers do not touch), enclosed by huge mountains, is worthy of a visit (take provisions). We may either hire a boat for the trip at the place just mentioned, or row all the way from Ulvik (14 Kil.; 2½-3 hrs.). In the latter case we get a view of the fine fall of the *Døgerdalselv* on the right, descending to the fjord between the *Onen* (p. 101) and the *Balonefjeld*. At the head of the fjord lies *Ose* (tolerable bed, but poor food at Lars Ose's), ¼ hr. from which are several 'Koldehuller' (comp. p. 103). From this point the wild **Osedal* runs inland, between the *Krosfjæren* and *Nipahøgd* on the E. and the *Vasfjæren* on the W.

A toilsome walk of 10-12 hrs. (guide at Ose) may be taken up the Osedal, which narrows to a ravine, to the *Osesæter*, and thence, between the *Oseskavl* and *Vosseskavl* on the right and the *Gangdalskavl* on the left, to the *Opsætsæter* (1800 ft.), at the head of the Rundal (p. 118). Then across the *Gravehals* (3710 ft.) to *Kaardal* in the Flaamsdal (p. 128).

The ascent of the **Vasfjæren** (5350 ft.) takes 12-16 hrs. from Lekve, there and back. Ole Hakestad of Lekve is a good guide (6-8 kr.). The fatigue is lessened by sleeping at the sæter on the Solsivand on the previous night. Splendid view from the top. — From the Solsivand to Klevene and the Opsætsæter in the Rundal (p. 118) 10-12 hrs.

From Ulvik to Eide, see p. 100. — The *Espelandsvand*, 7 Kil. N.W. of Ulvik (a walk of 1½ hr.), abounds in fish.

d. The Sørfjord.

Steamer (Com. 241) from Eide to *Odde* in 3-4½ hrs. (fare 2 kr. 80 ø.). From Ulvik viâ Eide to *Odde*, once weekly in 7 hrs. (Com. 242; fare 3 kr. 60 ø.).

The ****Sørfjord** ('Southfjord'), running to the S. from the Utnefjord (p. 101) for a distance of 40 Kil., and gradually narrowing from 2 Kil. to a few hundred yards, is the finest part of the Hardanger Fjord and presents a most characteristic picture of Norwegian fjord and fjeld scenery. Its rocky banks, from which a number of waterfalls descend, rise for the most part very abruptly, showing that the fjord is of the nature of a huge chasm between the snow-clad Folgefond and the central Norwegian mountains to which it belongs. At places the debris from the mountains and particularly the alluvial deposits of the torrents have formed fertile patches of land, where cherries and apples thrive luxuriantly, especially towards the mouth of the fjord where it is never frozen over. The fjord is therefore comparatively well peopled, and its great charm consists in the contrast between the smiling hamlets on its bank and the wild fjeld towering above them.

As already stated, the steamer from Eide first touches at *Utne* (p. 101). It then steers past the gaard of *Tronæs* on the right, with the promontory of *Kirkenæs* rising opposite, into the Sørfjord.

Grimo (**Inn*) lies on a fertile spot on the W. bank. Beautiful walks (to the hill of Hangsnæs, 20 min. S., etc.).

Opposite Grimo opens the charming *Kinservik* (reached by rowing-boat), with the *Husdal* and the *Thveitafos* and *Nyastølsfos*. A lofty road, with fine views, leads from the church of Kinservik, past the promontory of Krosnæs, to Lofthus (a walk of 2½ hrs.).

3 S.M. (from Eide) **Lofthus** (*Hans Helgesøn Utne's Inn;* several Pensions), in an orchard-like region on the E. bank, enclosed by a wide girdle of rocks, with a lofty waterfall, is one of the finest points on the Hardanger. A little to the S. is *Oppedal*, a landing-place and gaard where the steamers call once a week instead of at Lofthus. The parish-church of *Ullensvang*, on the S. side of the *Aapo-Elv*, which falls into the fjord here, dates from the Gothic period; fine W. portal; Gothic choir-window, with the head of a bishop at the top, and a weeping and a laughing face on the right and left. Observe the venerable limes and ashes by the 'Præstegaard'. *Brurastolen*, a rocky height above the church, affords an excellent survey of the Sørfjord, N. to the Oxen (p. 101) and S.W. to the Folgefond. A visit to *Bjørnebykset* ('bear's leap'), a fall of the Aapo-Elv, takes $1^1/_2$ hr. from the inn (there and back). Farther off is the *Skrikjofos*, higher but of less volume. At Ullensvang there are several 'Koldehuller' (p. 103) in which the natives keep their provisions.

On the opposite (W.) bank of the fjord are the large gaards of *Jaastad*, *Vilure*, and *Aga*. The last-named still contains an old hall lighted from above. Above Aga rises the *Solnut* (4830 ft.); beyond it the *Thorsnut* (5164 ft.). The glaciers of the Folgefond peer down the valleys at intervals. — Next station —

Børven or *Berven*, on the road leading S. from Ullensvang (about 6 Kil.), with a view of the glaciers on the other side. The prominent peak of *Børvenuten* (1 hr.) is an admirable point of view.

On the W. bank is the *Vikebugt*, with the station of —

Naae and the gaards of *Bleie*, where just above fertile fields and gardens are the protruding glaciers of the Folgefond, from which several waterfalls descend. — Path from Bleie over the mountains to *Jondal*, see p. 99.

The next places on the E. bank are the gaards of *Sandstø* and *Sexe; Hovland*, with a spinning-mill; *Kvalenæs*, a promontory and gaard.

Espen, a station on the E. bank, with several gaards charmingly situated on the hill.

Then, on the W. bank, *Kvitnaa*, at the entrance to an imposing valley, with glaciers in the background; farther on, *Digrenæs*, with several waterfalls. Between these places, on the hill, is the gaard of *Aase*, whence the *Folgefond* may easily be ascended. (Rowing-boat thither from Odde, 2 hrs.) — Beyond Digrenæs are the gaards of *Apald* and *Aaen*, with the waterfall of that name, also called the *Ednafos;* then *Eitrheim*, with the peninsula of *Eitnæs*, and *Tokheim* with its waterfall and the *Tokheimsnut*, whence a path crosses the Folgefond to the *Maurangerfjord* (p. 98). — In the background to the S. are the *Ruklenut* (right) and the *Rosnaas* (left).

On the E. bank, after Espen, comes *Fresvik*, with its fine amphitheatre of wood, bordered with meadows and corn-fields. Then, opposite Digrenæs, are the gaards of *Skjælvik*, in another wooded bay, and *Stana*, with *Isberg* at a dizzy height above it. Between the *Tyssedalsnut* and the *Thveitnut* opens the *Tyssedal*, at the mouth of which is the fine gaard of Tyssedal. Close to the fjord the *Tyssaa* forms a fall picturesquely set in pine-forest. A group of rocks farther on is called *Biskopen*, *Præsten*, *og Klokkeren*. Lastly, on the hill, is the gaard of *Freheim*.

4 S.M. (from Lofthus) **Odde**. — **Hotels.** *Hardanger Hotel, kept by the brothers *Tollefson*, well situated on the fjord, but noisy, frequented by English travellers, R. 1 kr. 40, B. 1 kr. 50 ø., D. 2, pension 6 kr.; *Ole Præstegaard's Inn, near the pier, R. 1, D. 2, B. 1, S. 1, A. 1/2 kr.; *Baard Aga's Inn, a little inland, R. 1, B. 1, S. 1 1/4, pension 3 kr.; Kristensen's Hotel, frequented by Norwegians. Rooms also at *Jacob Jordal's*, adjoining Kristensen's.

Skyds at Baard Aga's Inn, tariff II. — **Guides.** *Lars Olsen Bustetun*, *Asbjørn Lars Olsen*, and *Ole Torstensen* (speak English). — **Post Office**, adjoining Baard Aga's. — Adjoining the Hardanger Hotel antiquities and various useful wares are sold by *G. Hellstrøm* (from Stavanger) and *M. Hammer*. — *English Church Service* in summer at the Parish Church and the Hardanger Hotel.

Odde, at the S. end of the Sørfjord, the terminus of the great routes from Telemarken and the Stavanger Fjord (RR. 5, 16), forms excellent headquarters for excursions. It consists of the farms of *Bustetun*, *Opheim*, *Bergeflot*, and others, while the name of Odde ('tongue of land') is applied to the large church.

Walks. (1). To (35 min.) *Tokheim*, on the W. bank, with fine views of the fjord, especially a little inland from above Tokheim.

(2). To the **Sandvenvand*, to the S. of Odde (there and back 1 1/2-2 hrs.). We follow the Telemarken road, ascending the *Eid*, an old moraine. At the top of the hill the *Aabo-Elv*, issuing from the Sandvenvand, forms a fine waterfall. Grand landscape. On the right, above the lake, rise the *Eidesnut* and *Jordalsnut;* between these lies the Jordal; to the N. we survey the whole of the Sørfjord. By following the road for 20 min. more along the E. bank of the lake, passing under menacing rocks and over 'Urer' or rocky debris, we obtain a *View of the Buarbræ and the Folgefond; farther on, to the left is the beautiful *Kjendalsfos;* opposite is the *Strandsfos*, descending from the *Svartenut* (with a bridge high above it).

Excursions. (1) To the Buarbræ (5 hrs., there and back; guide quite unnecessary). Road to the (25 min.) *Sandvenvand*, see above. We then either follow the bank of the lake to the right, or take the steam-launch which plies half-hourly, to (about 1 1/4 M.) the entrance to the *Jordal*, where the gaard of that name lies on the right bank of the river descending from the valley. (Guide unnecessary.) We walk up the Jordal, a valley enclosed by precipitous rocks. The Folgefond forms the background. In

20 min. from Gaard Jordal we cross a bridge to the left bank of the Jordals-Elv, which the stony path now follows. In $^3/_4$ hr. more we pass the gaard of *Buar*, on the opposite bank. The path, nearly level towards the end, leads in 20 min. more to the foot of the ***Buarbræ,** which has been visible for some time. (A small restaurant here.) This is the finest of all the glaciers descending from the Folgefond on the E. side, the Bondhusbræ (p. 98) being the finest on the W. side. The blue ice-grotto is not accessible. By ascending the hill to the right we have an opportunity of observing traces of the steady advance of the glacier. It is divided into two arms, which afterwards unite, by a rock called the *Urbotten*, and consequently has an unusually large central moraine. The Jordal is remarkable for its rich vegetation (birches, elms, etc.), and fields of barley are seen close to the glacier, the foot of which is about 1000 ft. above the sea.

Good mountain-walkers may ascend on the right side of the Buarbræ to the Folgefond, skirt the *Eidesnut* and the *Ruklenut*, and passing the *Tokheimsnut* descend to Tokheim and Odde, an interesting, but fatiguing expedition of 8-10 hrs. (guide 4-8 kr.). Part of this walk coincides with the route from Sundal across the Folgefond (p. 98).

(2). To the Lōtefos and the Espelandsfos (6-8 hrs., there and back).

To the *Sandvenvand*, see p. 106. At the end of the lake, 7 Kil. from Odde, lies the farm of *Sandven.* The road next passes (2 Kil.) *Hildal* (330 ft.), where the *Væfos* or *Hildalsfos* descends on the left, and (4 Kil.) *Grønsdal*, the starting-point for the ascent of the *Saue-Nut* (about 3950 ft.; splendid view of the Folgefond). The valley contracts to a ravine ('Djuv'), through which dashes the *Grønsdals-Elv.* About 1 Kil. beyond Grønsdal, by a small inn, we reach, on the left, the ***Lotefos** and the **Skarsfos**, the waters of which unite below, while opposite to them is the veil-like ***Espelandsfos,** one of the most beautiful waterfalls in Norway. The best point of view is on the hill, just above the road (ascent in 5 min.).

The road then passes below the gaards of *Skard*, which lie about 8 min. to the left of the road, 3-4 Kil. from Grønsdal. (We may ascend thence in $^1/_2$-$^3/_4$ hr. to the *Lotevand*, from which first the Skarsfos and then the Lotefos issue. By the fall are several mills. The cloud of spray through which we see the Espelandsfos opposite has a curious effect. Otherwise this digression hardly repays.)

The excursion to the Lotefos may be combined with a visit to the Buarbræ (see above). On our way back we dismiss our vehicles at the N. end of the *Sandvenvand*, and walk down the W. bank of the lake to the Jordal. The whole excursion from Odde and back would then take 10-12 hrs.

From Skard to *Seljestad* and the ***Gorsvingane** (10-12 hrs. from Odde, there and back), see pp. 94, 93. The scenery of this route is more striking when approached from the south. Excursionists from Odde should retrace their steps from the Gorsvingane, as the route to Røldal is less interesting (see p. 93).

(3). Across the Folgefond to Sundal on the Mauranger Fjord, about 10 hrs. (guide 12-16 kr.; riding practicable), but better in the reverse direction (see p. 98).

(4). To the Skjæggedalsfos, 10-12 hrs., there and back (half on foot), steep and fatiguing at places, and not without risk in wet weather. Guide (5 kr. or more) and provisions had better be taken from Odde. We row from Odde to (6 Kil.) *Tyssedal* (p. 105). We ascend thence on foot through wood, enjoying beautiful retrospective views of the fjord and the Folgefond. We pass (1/4 hr.) a second fall of the beautiful clear green river, and (1/4 hr.) a third. The path ascends steeply over 'Ur' and roots of trees. We pass (3/4 hr.) a small pasture on the left, and next reach (1/4 hr.) a hay-hut, at the foot of the *Svelberg*, near which is a primitive kitchen under the rocks. This is the highest point on the route, about 1850 ft. above the fjord. The path next descends the *Fladberge*, and (1 hr.) reaches the gaard of **Skjæggedal** (pron. Sheggadal; 2 1/2 hrs. from Tyssedal; small Inn; order meal for return). On the left the *Mogelifos* descends from the *Mogelinut*, and on the right is the *Vaséndenfos*, the discharge of the Ringedalsvand (see below). We cross the *Vetlevand* ('small lake') by boat in a few minutes, and in 8 min. more walk over an 'Eid' or isthmus to the picturesque and exquisitely clear *Ringedalsvand* (about 1300 ft. above the sea), with the huge *Einsætfjeld* on the S. Here we embark in another boat. (A high wind sometimes prevails here, while the fjord below is calm, in which case the night must be spent at the inn, or the excursion abandoned. It is desirable to have one or more rowers besides the guide; fee 1.60, 2.40, 3.20 kr., according to number of persons.) The lake is 6 Kil. long, and we row to its upper end in 1 1/2 hr.; about halfway the Folgefond becomes visible behind us. On the left, farther on, the picturesque *Tyssestrenge* fall from a rock 500 ft. high, uniting in one cascade about halfway down the face of the rock. Landing at the head of the lake, we ascend across 'Ur' to the (20 min.) foot of the ***Skjæggedalsfos**, a superb waterfall 525 ft. high, less imposing but more picturesque than the Vøringsfos (p. 102). In summer the volume of water is sometimes scanty, but when the snow is melting ('Flomtid') and after heavy rain the effect is very grand.

(6). Ascent of **Møfalsskardene** (about 3950 ft.), to the E. of Odde, 6 hrs., with guide (5 kr.); the top commands a fine panorama of the Ringedalsvand, Sørfjord, and Folgefond.

19. Bergen.

Arrival. The large steamers are berthed by the *Toldbod* or by *Bradbænken*, on the other side of the harbour; the Hardanger boats at the *Holbergs-Almenning;* the Sogn and Nordfjord boats by the *Nykirke*. Porter ('Bærer') to the hotels, 1/2-1 kr. — Travellers leaving Bergen by steamboat should ascertain in good time where the vessel starts from. As to berths, see p. xvi. Most of the offices are in the Strandgade. — The *Railway*

Sand-
viken
Skudeviken
BYFJORD
PUDDEFJORD
Bergenhus
Lakesvaag
Damsgaards
fjeld

BERGEN.
Blaamanden
Flöifjeldet
Store
Lungegaards-
vand
Svartediket

Station (Pl. 1; p. 115) is in the S. part of the town, near the Lille Lungegaardsvand.

Hotels (none first-rate). Hôtel Norge (Pl. n), near the railway-station, and to the W. of the Park, R. 2½-6 kr., L. 50, A. 60 ø., D. 3 kr., with baths; Holdt's Hotel (Pl. c), between the Engen and the Torve-Almenning, with baths, R. from 2, S. 2, D. 3, L. & A. 1 kr.; Nordstjernen (Pl. d), Raadstue-Plads, less pretending, R. 2, D. 2½ kr., L. 40 ø.; Hôtel Bergen (Pl. a), Strand-Gade, to the E. of the Nykirke, well spoken of, R. 2, B. 1, S. 1, D. 2, A. ½ kr.; Smeby, Strandgade, to the W. of the Nykirke, plain but very fair; Skandinavie (Pl. b), in the Plads called 'Klosteret', R. 2½, B. 1½, S. 1½, A. ½ kr. — *Michelsen*, confectioner, Olaf Kyrre's Gade, corner of Starvhusgade, by the Park.

Cabs, by the Exchange.	1 pers.	2 pers.	3 pers.	4 pers.
With one horse, per hour	1. 50	2. 25	2. 65	3. —
With two horses, per hour	2. 25	2. 25	3. 40	3. 95
Per drive in the town	40	60	70	80
Per drive in the suburbs	60	90	1. 05	1. 20

Carriages for excursions at *Münter's*, Engen 22, adjoining Holdt's Hotel: carriole 2, carriage with one horse 3, with two horses 5 kr. per hour.

Boats *(Fløt)*: across the harbour 10-20 ø., according to distance; for several persons 10-13 ø. each. A trip towards the N.W. is described as *udover*, towards the Torv as *indover*.

Post Office (Pl. 6), Smaastrandgade, 8 a.m. to 7.30 p.m. — **Telegraph Office** (Pl. 2), by the Exchange (p. 111).

Shops. *Hammer*, Strandgade 57, Norwegian antiquities, modern silver ornaments, and pictures; *Brandt*, Strandgade, corner of the Østre Muralmenning, furs, one of the best shops of the kind in Norway; *Kahrs*, Strandgade, fishing-tackle, travelling requisites, alpenstocks; *Sundt & Co.*, Strandgade, tailors for ladies and gentlemen; *Michelsen*, Strandgade, wood-carvings; *Frøk. Vedeler*, in the Torv, figures in Norwegian costumes. — Chemist: *Monrad Krohn* (English spoken). — Cigars and Tobacco: *Reimers & Son*, Smaastrandgade 3, near the post-office. — Wine, Tinned Goods ('Hermetisk'), and Biscuits: *C. Krøpeliens Enke*, Strandgade 40; *J. E. Mowinckel*, Strandgade 23 (cigars also). — Spirits and Liqueurs at the shops belonging to the company *(Brændevins-Samlag)*, which monopolises the trade, devoting all profit over 5 per cent to charitable and public works. — Hair-Dresser: *Andreas Pettersen*, Olaf Kyrre's Gade 6.

Banks. *Norges Bank*, *Bergens Credit-Bank*, *Privatbank*, all in the Torv.

Goods Agents. *Ellerhusen & Lund*, Lille Altonagaarden, Strandgade.

Baths. Warm, in the *Sygehus* (Pl. 3) and at the large hotels. Sea-Baths at the *Sølyst* (Pl. 8), to the N.W. of Bergenhus Fæstning; for gentlemen 7-9 and 3-8 o'clock; for ladies 10-2 o'clock.

Theatre, performances thrice weekly. — **Music** in the *Park* on Sun. & Wed., 12-1, also 8-10 p.m. (adm. 10 ø.).

Consuls. British vice-consul, *Mr. A. Stewart Mac Gregor*, Strandgade; pro-consul, *Mr. D. M. M. Crichton Somerville.* American consul-general, *Mr. F. G. Gade*, Smaastrandgade; vice-consul, *Mr. Joh. Isdahl.*

English Church Service in summer in the '*Gamle Musæum*' school-house, on the N. side of the Lille Lungegaardsvand, near the Park, and 5 min. from Holdt's Hotel.

Tourist Offices. *T. Bennet*, Torv-Almenning 18, and *Th. Cook & Son*, No 21 b; *Beyer*, Strandgade 2, also a bookseller and dealer in photographs, etc.

Bergen (N. lat. 60°23′), one of the oldest and most picturesque towns in Norway, with 53,600 inhab., lies on a hilly peninsula and isthmus bounded on the N. by the *Vaagen* and the *Byfjord*, on the S.E. by the *Lungegaardsvand*, and on the S.W. by the *Puddefjord.* In the background rise four mountains, 1300-2100 ft. in height, *Blaamanden* (1890 ft.) with the *Fløifjeld* (820 ft.) to the

N.E., *Ulriken* (2105 ft.) to the S.E., *Løvstaken* (1560 ft.) to the S., and *Lyderhorn* (1300 ft.) with the *Damgaardsfjeld* to the S.W.; but the citizens count seven, and the armorial bearings of the town also contain seven hills (formerly seven balls). The climate is exceedingly mild and humid, resembling that of the W. coast of Scotland ; the frosts of winter are usually slight and of short duration, the thermometer very rarely falling below 15-20° Fahr., and the average rainfall is 72 inches (in the Nordfjord about 35 in., at Christiania 26 in. only). The mean temperature of the whole year is 45° Fahr. (Christiania, 41°), and that of July 58° (Christiania, 62°). Owing to the mildness of the climate the vegetation in the environs is unusually rich; flowers are abundant, while grain and fruit ripen fairly well.

The general aspect of the town is modern. The quarters adjoining the harbour, which is entirely enclosed by large warehouses ('Søgaarde'), alone retain a characteristic mediæval appearance. The town extends round the spacious harbour, called *Vaagen*, stretches over the rocky heights at the base of the Fløifjeld and over the peninsula of *Nordnaes*, which separates the Vaagen from the *Puddefjord* (to the S.), and is now spreading to the S.E., towards the *Lille* and *Store Lungegaardsvand.* Many of the houses are roofed with red tiles, which present a picturesque appearance. The older houses only are timber-built, and usually painted white. The streets running parallel with the harbour are called 'Gader', the lanes and passages 'Smuger' or 'Smitter', and these are intersected at right angles by wide open spaces called 'Alménninge', designed chiefly to prevent the spreading of conflagrations. Notwithstanding this precaution, Bergen has been repeatedly destroyed by fire, as for example in 1702, the disaster of which year is described by *Peter Dass* (p. lxxii) in two pleasing poems. A conduit now supplies the town with water from *Svartediket* (p. 115), thus diminishing the danger.

The inhabitants of Bergen, as well as those of the whole district (Nordhorland, Søndhorland, and Voss), are more vivacious than those of other parts of Norway, and are noted for their sociability and light-heartedness, which burst forth in song on festive occasions. English and German are much spoken by the better-educated.

Bergen (from *Bjørgvin*, 'pasture on the mountains') was founded by King Olaf Kyrre in 1070-75 on the site of the old royal residence of *Aalrekstad*, at the E. end of the present harbour, which at that period ran inland as far as the Cathedral. The town must soon have become an important place, as the greatest battles in the civil wars of the following centuries were fought near it. In 1135 *Magnus Sigurdssøn* was captured and deprived of his sight here by *Harald Gille*, who in his turn was slain by *Sigurd Slembe* the following year. In 1154 Harald's son *Sigurd Mund* was killed by the followers of his brother *Inge* on the quay of Bergen. In 1181 a naval battle took place near the Nordnæs between kings Magnus and Sverre; and in 1188 the *Kuvlunger* and *Øskjegger* were defeated by Sverre at the naval battle of *Florvaag* (near the Askø). Ten years later, during the so-called 'Bergen summer', the rival *Bjerkebener*, under *Haakon Jarl* and *Peter Steyger*, and *Bagler* under *Philipp Jarl* and *Erling Steinvag*, fought for possession of the town, till the latter were defeated in a great battle near the old German church. In 1223 a national diet was held at Bergen, at which *Haakon Haakonsøn's* title to the crown was recognised (p. xlv).

For its subsequent commercial prosperity the town was indebted to the Hanseatic League, which established an office here about the middle of the 15th century. From this *Comptoir* the German merchants were known as *Kontorske*, and the nickname of *Garper* (probably from *garpa*, 'to talk loudly'), was also applied to them. Having wrested various privileges from the Danish government, they gradually monopolised the whole trade of northern and western Norway, and forcibly excluded the English, Scottish, and Dutch traders, and even the Norwegians themselves, from all participation in it. At length, after an oppressive sway of more than a century, they were successfully opposed by *Christopher Valkendorf* in 1559, after which their power declined. Their 'Comptoir' continued to exist for two centuries more, but in 1763 their last 'Stave', or office, was sold to a native of Norway.

Even in the 17th cent. the trade of Bergen much exceeded that of Copenhagen, and at the beginning of the 19th cent. Bergen was more populous than Christiania. At the present day Christiania, however, carries on 32 per cent of the whole trade of Norway, while Bergen's proportion is 16 per cent only.

Among eminent natives of Bergen may be mentioned *Ludwig Holberg*, the traveller, social reformer, and poet (d. 1754), *Johan Welhaven*, the poet (d. 1873), *J. C. Dahl*, the painter (d. 1857), and *Ole Bull* (d. 1880), the musician.

Fish has always been the staple commodity of Bergen, which is the greatest fish-mart in Norway. The Hanseatic merchants compelled the northern fishermen to send their fish to Bergen, and to the present day the trade still flows mainly through its old channels. In May and June occurs the first *Nordfar-Stævne* ('arrival of northern seafarers'), when the fishermen of the N. coasts arrive here with their 'Jagter' deeply laden, with cod-liver oil (of five qualities: 'Damp Medicin-thran', 'Medicin-thran', 'blank', 'brun-blank', and 'brun') and roe ('Rogn'); and in July and August they bring 'Klipfisk' and 'Rundfisk'. Bergen also has a considerable mercantile fleet (over 100 steamers and 250 sailing-vessels). The exports, chiefly fish, are valued at 20, the imports at 30 million kr. annually. The ship-building yards are the largest in Norway: *Georgernes Verft* on the Puddefjord; *Laksevaag Dampskibsbyggeri* at Laksevaag, and *Bergens Mechaniske Værksted* at Solheimsviken.

The main street is the Strandgade, running parallel with the harbour, and containing the principal shops and offices. (Its W. prolongation leads to the Nordnæs; see p. 113.)

At the E. end of the Strandgade lies the Torv-Almenning with the adjoining Torv, which together form a long 'Plads', running S. from the E. end of the harbour, and separating the old part of the town from the new quarter built since the fire of 1855. In this new quarter are the principal modern buildings, including the *Exchange* (Pl. 2) and several banks. At the upper (S.) end of the Torv-Almenning is a *Statue of Christie* (by *Borch*), the president of the first Norwegian Storthing, which concluded the convention with Sweden in 1814 (comp. p. lxxii). To the N. of this point, in front of the Exchange, rises a *Statue of Ludwig Holberg* (born at Bergen 1684, died at Copenhagen 1754), poet, historian, and founder of modern Danish literature, especially comedy (by *Börje-*

son). — From the Torv, at the head of the harbour, projects a pier called *Triangelen* , at which the fishermen usually land. Interesting fish-market here (especially Wed. and Sat., 8-10 a.m.).

To the N. of the Torv, on the N.W. side of the harbour, extends ***Tydskebryggen**, or the *German Quay*, bordered with a long row of brightly painted warehouses. In front of each rises a crane ('Vippebom') for unloading the fish brought to Bergen by the Northmen in their smacks. The Tydskebryg, formerly the Hanseatic quarter, assumed its present form after the fire of 1702. Here resided the clerks of the merchants of Bremen, Lübeck, and other towns of the League, who, owing to the jealousy between the rival nations, were forbidden to marry. There were sixteen different gaards (counting from the Torv): *Finnegaarden*, *Dramshusen*, *Bratten*, *Leppen*, *Rævelsgaarden*, *Solegaarden*, *Kappen*, *Kjælderen* (which contained the old Exchange), and the *Holmedels*, *Jacobs*, *Svends*, *Enhørnings*, *Breds*, *Bue*, *Engel*, *Søster*, and *Guldsko* gaards. Each gaard was presided over by a 'Bygherre' and was divided into 'Staver', or offices, belonging to different owners. Each merchant had a clerk and one or more servants ('Byløber') resident here.

The ***Hanseatic Museum** in the Finnegaard (open 11-3; adm. 1 kr.; catalogue 1 kr.) conveys a good idea of how the Gaards were fitted up, and contains a collection of furniture, weapons, fire-extinguishing apparatus, etc., mostly of the latest Hanseatic period. On the GROUND-FLOOR were the warehouses; on the FIRST FLOOR is an outer room leading to the 'Stave', or office of the manager, with his dining-room and bedroom behind; and on the SECOND FLOOR are the 'Kläven', or rooms of the clerks and servants. — As the use of fire or light in the main building was forbidden, a common room ('Skjøtstuen') for the inmates of the Gaard was erected a little behind it, near the vegetable gardens. The remains of only a few of these common rooms survive. One of them has lately been restored in the Dramshus.

Above the gaards of Tydskebryggen, to the N., rises the **Mariækirke**, with its two towers, erected in the 12th cent., enlarged in the 13th, and used by the Hanseatic merchants as a German church from 1408 to 1766. The nave is Romanesque, the choir Gothic.

To the N.W. of Tydskebryggen, by the entrance to the harbour, rises the old fortress of **Bergenhus**, with *Valkendorf's Taarn* and the *Kongshall* (apply to the sentinel; fee to soldier who attends visitors 1/2 kr.). Valkendorf's or the *Rosenkrantz* tower, originally built by Haakon Haakonsøn, extended by Rosenkrantz in 1565, and restored in 1848, consists in fact of two towers, of which that on the N. is the more modern. Several balls built into the walls and gilded commemorate an unsuccessful attempt of the English fleet to capture the Dutch fleet which had sought refuge in the harbour. The interior of the tower serves as an arsenal (fine chimney-pieces, old flags, etc.). The gallery at the top affords an admirable survey of the harbour and the town. Behind this tower is the *Kongshall*, of the 13th cent., with a large festal hall now being restored. Above the fortress of Bergenhus rises the ancient *Sverresborg*.

On the W. side of the harbour, between it and the Puddefjord, the peninsula of **Nordnæs** projects far into the sea (boats, see p. 109). On the summit rises *Fort Frederiksberg*, now the fire-watch (entrance in the E. corner; fine view). A new road leads on the S.W. side of the fort, the *Observatory*, and the *Hospital* (Pl. L) to the end of the peninsula, where a promenade looks far out to sea.

On the N. side of the large 'Plads' called Engen is the house of the **Bergen Art Union** (*Kunstforening*, Pl. K), with a collection of modern pictures, changed from time to time, and the small Town Picture Gallery (adm. Sun. 2-4, Wed. Frid. 11-1; 25 ø.).

The latter collection contains works by *Bodom*, *Eckersberg*, *Tidemand*, *Gude*, *Nordenberg*, and others. Among older works may be noted, on the 1st Floor, No. 115, by *A. R. Mengs*, Design for an Entombment, and No. 179, by *Carstens*, The inhabitants of Rügen wish to purchase their freedom from the Holsteiners.

In the Theatergade, to the S.W. of Engen, is the *Theatre*. (Play 3 or 4 times a week.)

By the *Lille Lungegaardsvand*, in the quarter which has sprung up since the fire of 1855, is the *Railway Station* (Pl. 1); to the N. of it is the small *Park*, where a band plays daily except Sat. and Sun., and to the S. is the tasteful *Rom. Cath. Church* (Pl. 4). Also to the S. of the station, on the *Sydnæshoug*, rises the large —

Museum, completed in 1865, containing antiquarian and natural history collections. Adm. Mon., Wed., Frid. 11-1; Sun. 11.30 to 1.30 and in summer 4-6; at other times 25 ø.

On the Ground Floor are the Library (Tues., Thurs., Sat. 11-1) and the collection of Norse Antiquities (good catalogue, with illustrations, by *Lorange*, 50 ø.), chiefly from W. Norway; in the entrance-hall, on the right, two carved Church-portals from Sognedal; then ecclesiastical vessels and pictures, a fine altarpiece in carved oak with wings, of the 16th cent., tankards, porcelain, furniture (mostly Dutch); also prehistoric curiosities. — The Natural History Collection (first and second floors; catalogue 25 ø.) comprises a very complete set of specimens of Norwegian fish and marine animals (skeleton of a huge whale, etc.).

On the hill to the E. of the museum are a number of pleasant villas. The Store Parkvei here leads E. to the chief entrance of the ***Nygaardspark,** pleasure-grounds recently laid out, with fine views. On the S. side of the grounds, opposite Holmen, is a pavilion where a band sometimes plays (see bills).

To the S.E. of the Nygaardspark the railway and the road cross the *Store Strøm*, which connects the Store Lungegaardsvand with the *Solheimsvik* and the *Puddefjord*. The tide flows in and out of this 'stream' and turns a mill-wheel, which is thus always kept going except at high and low water.

To the N.E. of the Torv extends the Vitterslevs-Almenning, in which stands the covered market or 'Bazaar', containing the *Museum of the Fisher Company* (Wed., Sat. 11-1) and the *Public Library* (12-1 and 5-7). — Near this is the *Korskirke*, or Church of the Cross, where *Niels Klim*, who figures in Holberg's 'Subterranean Journey', was sacristan. Several streets here derive their names from the 'Fif Amten', or five German guilds, of *Skomagere*, *Skinnere*, *Bagere*, *Guldsmede*, and *Bartskjærere*, who were under Hanseatic protection. — Further E. is the CATHEDRAL (*St. Olaf i Vaagsbunden*, i. e. 'at the end of the harbour'), originally a monastery-church, erected in 1248, rebuilt in 1537, and restored in 1870. It consists of a nave and S. aisle only. Fine Gothic window and portal in the lower story of the tower. — The *Vestlændske Kunstindustri-Museum*, Asylpladsen 2, is a collection of art-industrial objects of the 16th and 17th cent., founded in 1891 (adm. on Sun., Tues., Thurs. 11-1; for strangers at other hours also; apply to the custodian).

WALKS. From the upper end of the Vitterslevs-Almenning (p. 113) a road ascends in windings (accompanied by flights of steps for walkers), towards the E., passing the reservoir, to the (20 min.) ***Fjeldvei**, a road made in 1880 halfway up (about 400 ft.) the side of the *Fløifjeld* (p. 109). By morning light particularly the Fjeldvei affords a beautiful view of the town lying at our feet, with the Vaagen and Puddefjord, the hills of Lyderholm and Damsgaardsfjeld, the sea stretching into distance, the Askø, and a host of rocky islets. The finest point is marked by a white flag-staff at a bend in the road above the cathedral (about 7 min. S.E. of the point where we reached the Fjeldvei, and whence the road to the Fløien ascends). Following the Fjeldvei further S.E., we then descend in windings to the Pleielsestift on the road mentioned below (15-20 min.; those who approach the Fjeldvei from this side ascend to the left just opposite the 'Brand-Telegraf' of the hospital). The whole walk takes 1-1$^1/_2$ hr. — From the Fjeldvei, we may ascend in about 1 hr. by the road, whose beginning is above noted, to the top of the hill, marked by the conspicuous iron vane called **Fløien** (825 ft.; hut with refreshments). View more extensive, but less picturesque than from the Fjeldvei.

Instead of going S.E. and returning to the town by the Pleielsestift, we may, after enjoying the view from the flagstaff above the cathedral, follow the Fjeldvei towards the N., thus obtaining a fine survey of the suburb of **Sandviken**, to which we then descend by a new road winding through the *Skrædderdal*. At Sandviken is a large lunatic asylum. Thence we return to the town by *Skudeviken* and past the Sverresborg and the Mariækirke (p. 113). We observe many pretty villas, and enjoy views of the sea and of the mountains to the S.

A finger-post by the Fløien points the way S.E. to *Blaamanden* (1805 ft.), whence a path descends to the Isdal and Svartediket (p. 115).

Another favourite walk is by Kong Oscar's Gade, past the *Teknisk Skole* (Pl. 10), the *Cemetery of St. Jacob*, which contains a monument to Christie (p. 111), and the *Stadsport* (Pl. 9). Observe the rich vegetation in the gardens on the road-side and the fine trees in the *Forskjønnelsen* promenade. On the left is the road ascending to the Fjeldvei (see above), and on the right are the *Pleielsestift*, a hospital for lepers, and the *Lungegaards Hospital*. Further on is the *Kalfaret* promenade, with handsome villas and fine view of the Lungegaardsvand and the hills of Ulriken and Løvstaken. The road leads to the right to *Fløen* and *Møllendal*. From the highest point of the road a road diverges to the left to the

Kalvedal, in which, $^1/_2$ hr. from the Stadsport, is **Svartediket*, a lake enclosed by barren rocks, whence Bergen is supplied with water. To the S.E. towers Ulriken. About $^1/_2$ hr. farther on is *Isdalen*, a picturesque gorge.

We may cross the outlet of the lake, turn to the right, and descend by a beautiful shady road, by *Møllen*, to the Store Lungegaardsvand. We may either return thence to Kalfaret, or follow an attractive road leading to the S. round the lake to the bridge over the Store Strøm, to the S.E. of the Nygaardspark (p. 113) and the suburb of Nygaard.

A trip may be taken from *Nøstet* (to the W. of the theatre) by steam-ferry (every $^1/_4$ hr.; 5 ø., after 9 p.m. 10 ø.) across the *Puddefjord* to *Laksevaag*, with its large shipbuilding-yards and dry docks (p. 111). We then walk to the pretty *Gravdal* at the foot of the *Lyderhorn* (1350 ft.), which may easily be ascended, or to the E. along the fjord, passing pleasant villas, to *Solheimsviken* (see p. 111 and below) and to the bridge across the Store Strøm (p. 113).

The ascent of ***Løvstaken** (1560 ft.; p. 110), and back, takes 3-4 hrs. from *Solheimsviken*. A new path leading from the railway station past the steamboat-quay ascends in windings through a pleasant plantation (above which is a fine view), and then towards the S. to the top. The view is perhaps the most beautiful near Bergen. We may descend on the S.E. side by a rough, but tolerable path to the *Fjøsanger Station* (see below).

To *Fjøsanger* and the estate of *Fantoft* (adm. Thurs. and Frid. only) see below; from *Nestun* to *Fane*, *Lysekloster*, and *Os*, see p. 116.

A pleasant trip may be taken in the small steamer which plies on the two *Lungegaard Lakes* (every $^1/_4$ hr.). A visit may also be paid by steamboat to the **Askø**, a large island in the Skjærgaard, N.W. of Bergen (1 hr.), where the *Udsigt* (*Dyrteigen*, $^1/_2$ hr.) commands a splendid view of the sea and coast.

20. From Bergen by Vossevangen to Eide on the Hardangerfjord, or to Gudvangen on the Sognefjord.

Railway ('Vossebane') to *Vossevangen*, 108 Kil., in 4 hrs. 20 min. (fares 7 kr. 70, 3 kr. 85 ø.). — Roads from Vossevangen to *Eide*, 30 Kil., and from Vossevangen to *Gudvangen*, 48 Kil., with fast skyds-stations.

The Railway (station, see p. 108; views mostly to the left) passes through a short tunnel, crosses the Store Strøm, and runs S., rounding the hill of Ulriken, on our left. — 2 Kil. *Solheimsviken*, the industrial S. suburb of Bergen (p. 111), lies on the bay of that name at the foot of Løvstaken (see above). We pass several small lakes. — 5 Kil. *Fjøsanger*, with villas, on the *Nordaasvand*, with its charming islets. Near the station, on the hill to the left, is the villa of the German consul. About $^1/_2$ hr. farther S., not seen from the station, is the beautiful estate of *Fantoft*, belonging to Mr. Gade, the American consul, where an old 'Stavekirke' from Fortun (p. 157) has been re-erected. (Admission Thurs. and Frid.; fine view of the Nordaasvand from the pavilion above the church.)

8 Kil. *Hop*. The train ascends to (9 Kil.) **Nestun** or *Nedsttun* (104 ft.; Rail. Rest.), near *Midtunbro*, where marble is quarried. The high level of the line affords a fine view across the Nestunsvand to the slopes of Ulriken.

Nestun has a fast skyds-station. Pleasant drive to the S. to the (8 Kil.) church of *Fane*, whence the *Fanefjeld* (about 980 ft.; fine view) may be ascended, and back by *Birkeland* (11 Kil.). The excursion may be extended, past the *Kallandsvand*, to *Lysekloster* and *Os* (20 Kil. from Nestun; see p. 96).

The train crosses the *Nestun-Elv* by a high bridge (views right and left), turns to the N.E. into the pretty *Langedal*, ascends rapidly, passes through two tunnels, and crosses the river twice more. 15 Kil. *Heldal*, a little to the S. of the *Grimenvand*, the W. bank of which the train skirts. Two tunnels. We next pass the *Haukelands-Vand* and reach (18 Kil.) *Haukeland* (265 ft.), at its N. end, the highest point on the line. In descending thence we overlook the brawling stream which issues from the lake.

25 Kil. *Arne* (65 ft.), with a church, at the S. end of the *Arnevaag*, a narrow branch of the *Sørfjord*.

29 Kil. **Garnæs** (65 ft.; *Rail. Rest*), on the Sørfjord. Opposite rises the church of *Haus* on the *Osterø*, a large island which bounds the Sørfjord on the N. and remains in view till we reach Stanghelle. The engineering of the line on the S. bank of the Sørfjord is very interesting. Eleven short tunnels between Garnæs and the next station.

39 Kil. **Trengereid** (47 ft.; *M. Trengereid's Inn*). The *Gulfjeld* (3235 ft.; extensive panorama) may be ascended hence (5 hrs., there and back; landlord acts as guide, 4 kr.).

A new road leads from Trengereid (skyds, tariff II), passing between the Gulfjeld and *Kraaen* (2145 ft.) to (11 Kil.) **Aadland** (**Inn*), on the bay of that name at the N. end of the *Sammanger Fjord*. Row to Tøsse, and walk thence to Norheimsund, see p. 99.

The train rounds the promontory which separates the S. from the E. arm of the Sørfjord, and which culminates in the *Hanenip* (2140 ft.) and the *Raunip* (2475 ft.). Ten tunnels. Across the fjord, here only 550 yds. broad, we still see the Osterø, on which rises the church of *Brudvik*. Above it towers the *Brudviksnip* (2945 ft.). On the pretty *Ulfsnæs-Ø* a new school has been built. The train crosses the *Vardals-Elv*, which has a fall above the bridge (right) and drives a large mill lower down.

51 Kil. **Vaxdal** (47 ft.; *Rail. Rest.*). Five tunnels, the longest penetrating the *Hættaparti*.

59 Kil. *Stanghelle*. The train leaves the Sørfjord, crosses an arm of it called the *Dalevaag*, skirts the W. bank of the latter, and ascends the *Dalselv*. A short tunnel.

66 Kil. *Dale*, from which a short line of rails runs to Jebsen's large cloth-factory. Nine more tunnels, one of them the longest (1410 yds.) on the line. The train now reaches the S. bank of the *Bolstads-Fjord*.

About 20 Kil. N. of this point is the picturesque *Eksingdal*, with numerous waterfalls. At its mouth is *Eidet*, touched at twice weekly by a Bergen steamer. The finest part is above *Flatekval*. Farther up are passes to Evanger, Voss, Vinje, and the Arnefjord. Quarters poor.

78 Kil. **Bolstad** (27 ft.; *Inn*), at the E. end of the fjord, enclosed by rocky hills, is visited several times weekly by Bergen steamers. Eight tunnels. The train ascends the left bank of the *Vosse-Elv*, which forms several rapids, and then skirts the S. bank of the *Evangervand*. — Comp. the Map, p. 98.

88 Kil. **Evanger** (47 ft.; *Monsen's Hotel*, well spoken of), at the head of the lake. The village with its church lies on the opposite bank of the Vosse-Elv, which here enters the Evangervand. To the S. towers the *Myklethveitvet* (3740 ft.), ascended from Evanger in 2-3 hrs. (extensive view; guide, *Jacob A. Evanger*).

The train follows the left bank of the Vosse-Elv, with its occasional lake-like reaches, crosses it, and passes through the fifty-second and last tunnel to (99 Kil.) *Bulken*, situated at the efflux of the Vosse-Elv (over which a suspension-bridge leads to the gaard of *Liland*, p. 100) from the picturesque *Vangsvand* (148 ft.). The train skirts the N. bank of this lake. On the S. side we observe the long crest of *Graasiden* (4270 ft.), with its large patches of snow.

108 Kil. **Voss.** — Railway Station to the W. of the village, 55 ft. above it.

Hotels. *Fleischer's Hotel and Station, a large house in an open situation, near the station, often crowded, R. 2, D. 2, B. 1½, S. 1½ kr.; adjacent, *Meinhardt's; Johnsen's Hotel, R. from 1½ kr. — To the E. of the station, in the village, *Vossevangen Hotel, by the church, unpretending (good cuisine), R. 1, D. 2, S. 1 kr. 20 ø.; Hotel Sørheim and Kjeller's Hotel, both unpretending, at the upper end of the village, further from the station. — When the hotels are full, quarters may be obtained in lodging-houses, indicated by tickets.

Post Office by the church, on the side next the railway station. — **Telegraph Office** at the railway station; also telephone to Stalheims-Hotel (p. 119; 25 ø.).

Carriages are usually engaged here for the whole journey to Eide or Gudvangen, to save delay in changing horses. (Skyds-tariff III.)

Voss, or *Vossevangen* (320 ft.), charmingly situated at the E. end of the Vangsvand, is suited for some stay. The stone *Church*, in the middle of the village, dating from the 13th cent., contains memorial-tablets to pastors of the 17th and 18th cent., a candelabrum of 1733, and Bible of 1589. L. Holberg, the Danish poet, was tutor at the parsonage in 1702. At the upper end of Voss the road divides: left to 'Gudvangen, Sogn'; right to 'Eide, Hardanger'.

The admirably cultivated environs of Vossevangen form the kitchen-garden of Bergen. Many large farms and several pleasant villas. Although the mountains are near, cultivation has taken more complete possession of the plain than in almost any other part of Norway. The Vossinger are a gifted and enterprising race.

The opposite bank of the lake, reached in ¼ hr. from the church by following the road to the S., affords a fine view of Vossevangen. We may extend the walk up the valley to *Herre*.

A few hundred yards to the W. of Fleischer's Hotel, on the Bergen road, is the *Finnefod*, which is said to be a relic of an ancient Norman timber church. At the gaard of *Løvde*, about 1¼ M. further in the same direction, there are also several old buildings.

The ascent of the **Lønehorge** (4680 ft.), to the N. of Voss, takes about

6 hrs.: at *Ringeim* (p. 119) we diverge to the left from the Gudvangen road and ascend by a bridle-path to the gaard *Traae* and the *Klepsæter*, and thence by a footpath. The view embraces the mountains to the N. as far as the Jostedalsbræ, to the E. to the Hardanger Jøkul, and to the S. to the Folgefond.

Another grand view is obtained from the *Hondalsnut* (4800 ft.), the ascent of which also takes about 6 hrs.

From Voss, or from Bulken (p. 117), by *Grimestad* and *Skjeldal* to *Østensø* on the Hardanger Fjord, see p. 100.

Between the roads to the Hardanger and the Sogn, described below, a road ascends the **Rundal** to the E., on the right bank of the *Rundals-elv*, to the gaards of *Kløve* (where the '*Sverresti*', a path once used, according to tradition, by King Sverre and his Bjerkebener, diverges), *Grove*, *Hemberg*, *Vold*, *Almindingen*, and (about 26 Kil. from Voss) *Eggereid* (1850 ft.). Still ascending the Rundal, a bridle-path leads thence in 1¾-2 hrs. to *Klevene* (2465 ft.), where it joins a path from Ulvik, passing the Solsivand (p. 103). In ¾-1 hr. more the path reaches the *Opsæt-Sæter* or *Opsæt-Støle* (2790 ft.), above the *Runde-Vand* (where it joins a path coming across the *Hallingskei* from Tufte, p. 42), and crosses the *Gravehals* (3730 ft.) to *Kaardal* in the upper Flaamsdal (see p. 128).

From Vossevangen to Eide on the Hardanger Fjord (30 Kil.; pay for 33 in reverse direction). The road crosses the *Rundals-Elv* and ascends its left bank, through a beautiful wooded tract, passing several farm-houses. It then turns into a side-valley and beyond the gaard of *Male* reaches its highest point (870 ft.). It then descends gradually and crosses the boundary of the *Hardanger* ('Harang') district. The *Skjerves-Elv*, which flows S.E., is coloured dark brown by a number of marshy ponds. The upper part of the valley terminates suddenly, and the road descends in zigzags into ***Skjervet,** a deep and picturesque valley flanked with imposing rocks. On the left the *Skjervefos* descends in two halves, the upper resembling a veil. The road crosses a bridge between the two parts of the fall, and soon passes the new *Skjerven Hotel.* Rich vegetation. Many old moraines.

22 Kil. *Seim i Graven*, or *Øvre Vasenden* (tolerable station; Næsheim's Hotel, a little farther on, R. 1, D. 1-1½ kr.), is prettily situated on the *Gravensvand*, the E. bank of which is skirted by the road. Opposite rises the massive *Næsheimshorgen* (3250 ft.). In front of us the Oksen (p. 101) becomes visible. Halfway to Eide is the *Gravens-Kirke.*

To Ulvik from this point, see p. 100: from Seim 17 Kil. (pay for 29).

We next pass *Nedre Vasenden*, at the lower end of the Gravensvand, pass through a rocky defile, and reach —

8 Kil. *Eide* (see p. 100).

From Vossevangen to Gudvangen in the Sogn, 48 Kil. (skyds-tariff III; comp. p. 117), a drive of about 6 hrs.

The finest point on this route is the top of the *Stalheimsklev*, seen to best advantage by afternoon light. To enjoy this we leave Voss early, and can go on to Gudvangen the same evening. Those who cannot start from Voss till about noon should spend the night at Stalheim, regardless of invitations to stop at other inns. Carriole to Stalheims-Hotel (36 Kil.)

6 kr. 12, stolkjærre 9 kr. 18 ø.; to Gudvangen (43 Kil.) 8 kr. 16 ø. or 12 kr., carriage and pair for four persons 30-35 kr.

The road ascends gradually and passes a little to the E. of the *Lundevand.* On the left, 2 Kil. from Vossevangen, is the gaard of *Ringeim* (p. 118). A rich wooded and grassy region. To the left towers the abrupt *Lønehorge* (p. 118), on the right the horn-shaped *Hondalsnut* (p. 118), behind us *Graasiden* (p. 117). We pass the small *Melsvand*, on the opposite bank of which we observe the gaard of *Dukstad* (past which comes another road from Voss, joining the main road at Tvinde), and also the *Lønevand*, 4 Kil. long. By the gaard of *Løne*, where the road runs close to the lake, we see on the left the *Lønefos*, which descends from the Lønehorge and turns a saw-mill. The road then ascends the *Vossestrands-Elv*, the feeder of the two lakes.

12 Kil. *Tvinde* or *Tvinne i Voss* (310 ft.; Tvindes-Hotel, R. 1 kr. 20, B. 1, S. 1 kr. 25 ø.). On the left is the fine **Tvindefos*. The road becomes steeper. The valley is enclosed by lofty wooded rocks. About 2 Kil. above Tvinde the Vossestrands-Elv forms a picturesque fall, across which the road is carried by the *Asbrække Bro* (435 ft.; we descend a few paces to see the fall, using caution). About 4 Kil. farther up, the road returns to the right bank of the stream. It next crosses (2 Kil.) the *Mørkadals-Elv*, descending from a side-valley on the left, through which a path leads by Aarmot to Vik on the Sognefjord (10-12 hrs.; p. 122). The valley expands.

10 Kil. *Vinje i Vossestranden* (955 ft.; Vinjes-Hotel, praised), in a pleasant situation, not far from *Vinje-Kirke.*

The road ascends the course of the stream, through a ravine, to the S.W. end of the *Opheimsvand* (970 ft.; abounding in fish) and skirts its N.W. bank. Above the wooded hills of the opposite bank tower mountains of grey 'Labrador' rock, presenting a curious picture. To the S. rises the *Malmagrønsnaave* (3620 ft.). By the church of **Opheim,** prettily situated on the lake, 4 Kil. from Vinje, are two hotels (**Opheims-Hotel*, R. 1, D. $1^1/_2$ kr.; *Johannesen's*).

Beyond the Opheimsvand the road crosses the watershed between the *Bolstads-Fjord* and the Sognefjord. On the right the *Aaxel;* then the *Kaldafjeld* (4280 ft.). We follow the left bank of the *Nærødals-Elv*, which descends to the Sognefjord, and ascend in a curve, high above the stream, to —

***Stalheims-Hotel** (1125 ft.), from Vinje 14, from Gudvangen 12 Kil.

This large and well-managed hotel, built of timber and opened in 1891, contains 150 beds, besides baths, verandahs, balconies, etc., and a telephone to Vossevangen and to Gudvangen (25 ø.). R. from 2, A. $^1/_2$, B. $1^1/_2$, D. $2^1/_4$, S. $1^1/_2$ kr.; pension for three or more days 6 kr. per day. Mr. *Alb. Patterson*, the landlord, speaks English. Advisable to enquire as to rooms beforehand by telephone from Voss or from Gudvangen.

Stalheim is not a skyds-station, but vehicles are always to be had. Carriole to Gudvangen 2 kr. 4, stolkjærre 3 kr. 6 ø.; to Voss, see p. 117.

The hotel is situated at the top of the *Stalheimsklev*, a precipitous rock about 800 ft. high, forming the head of the Nærodal, which descends E. to Gudvangen. The **View hence of the deep and sombre Nærodal and the huge mountains enclosing it, especially by afternoon light, is considered one of the grandest in Norway. On the left is the commanding *Jordalsnut* (3620 ft.; p. 127), on the right are the *Kaldafjeld* and *Aaxel* (see above), all of light-grey 'Labrador' rock or felspath. In the distance the background of the valley is formed by the hill from which the Kilefos near Gudvangen descends (p. 127). We also enjoy a fine view, looking to the S., of the broad valley towards Opheim. The river descending thence forms the Stalheimsfos, which however does not come in sight until we descend into the Nærødal (p. 127).

The hill rising N.W. of the hotel is the *Stalheimsnut*, past which a green dale runs towards the N. From *Brække*, the first gaard in this valley, a difficult mountain-path, called *Naalene*, leads to the gaard *Jordal*, from which the Jordalsnut may be ascended (with guide; Anders Olsen Gudvangen or Ole Myren). — The *Brækkenipa*, ascended in 3 hrs. there and back (guide 3 kr.), is a fine point of view.

The road winds down the Stalheimsklev and leads thence to Gudvangen (a walk of 2-2½ hrs.; see p. 127).

21. The Sognefjord.

The distance by sea from *Bergen* to *Lærdalsøren* at the E. end of the Fjord (starting-point of the routes to Christiania through the Valders and through the Halling dal, R.R. 7, 6) is 31 Norwegian sea-miles in a straight direction. The Steamboats (Com. 252, 253) perform the voyage in 15½-24 hrs., according to the number of stations called at. These vessels are well fitted up and have good restaurants, but their berths are limited. Those who have to spend a night on board should lose no time in securing a sofa or a berth.

Rowing Boats, suitable for short distances only, may be hired according to the skyds-tariff C (21, 31, 41 ø. per Kil. with 2, 3, or 4 rowers).

Headquarters for attractive excursions to the *Fjærlandsfjord*, with the *Suphelle* and *Bojum Glaciers*, the S. arms of the Jostedalsbræ, and to other points of interest, should be taken up at *Balholm*. From *Gudvangen* the traveller should not omit to visit the *Nærødal* and the *Stalheimsklev*. From *Aardal* or from *Skjolden* he may penetrate the Jotunheim region (R. 22). From *Marifjæren* he may visit the *Nigardsbræ* in the Jostedal, the finest of the E. offshoots of the Jostedalsbræ.

Inns, with few exceptions, inferior to those on the Hardanger Fjord.

The **Sognefjord* (from the old word 'Sogne', a narrow arm of the sea), the longest of all the Norwegian fjords, measures 180 Kil. (112 M.) from Sognefest to Skjolden, averages 6 Kil. (4 M.) in width, and is nearly 4000 ft. deep at places. Like all the other fjords, it is unattractive at its entrance, where the rocks have been worn smooth, partly by the action of the waves, and partly by the enormous glaciers which once covered the whole country. The scenery improves as we go E., until the fjord ends in a number of long narrow arms, with banks rising abruptly at places to 5000 ft., from which waterfalls descend. At the heads of the N. branches of the fjord huge glaciers descend from the snow-mountains. The *Jostedalsbræ* ('Bræ', glacier), to the N., is the largest glacier in

Europe (350 sq. M.). In other parts of the fjord the narrow banks present a smiling character, being fringed with luxuriant orchards and waving corn-fields, and studded with pleasant dwellings. In the grandeur of its mountains and glaciers the Sognefjord surpasses the Hardanger, but its general character is severe and at places monotonous, while its southern rival unquestionably carries off the palm for its softer scenery and its splendid waterfalls.

The climate of the W. Sognefjord, as far as the point where its great ramifications begin, is the same as that of the W. coast, being rainy and mild in winter and damp and cool in summer. Nowhere in Norway is the rapid decrease of the rainfall from W. to E. so marked as in the Sognefjord. At Sognefest, at the entrance to the fjord (p. 122), the annual rainfall is about 80 inches, on the Fjærlandsfjord (56 M. from the coast) 50, on the Nærøfjord (70 M.) 31, on the Lysterfjord (80 M.) 19, and at Lærdal (87 M.) 16 inches only. In these E. arms the climate resembles that of inland European countries, a short and warm summer being succeeded by a long and severe winter. In winter, however, these arms are only partly frozen over, and although the ice is detached from the shore at its margins, rising and falling a couple of feet twice daily with the tide, it serves as a highway for sledges. The steamers then ply to the margin of the ice.

The inhabitants *(Sogninger)* of the W. regions of the fjord have the placid Norwegian character; those of the E. parts show great vivacity, particularly in their rapid utterance.

The following description generally follows the order of the stations touched at by the Nordre Bergenhusamts steamers (Com. 252), but their route varies on different trips. The distances of the chief stations from each other are given in Norwegian sea-miles (comp. p. lxxviii).

a. The W. Sognefjord, to Balholm at the mouth of the Fjærlandsfjord.

STEAMBOAT (Com. 252, 253) from Bergen to *Balholm* 6 times a week in 10½-13½ hrs. (fare 10 kr. 10 ø.); to *Vadheim* only, 8-10½ hrs. (7 kr. 70 ø.). Note that the two companies generally have different piers.

Bergen, see p. 108. The voyage to the mouth of the Sognefjord is of little interest. It carries us through the 'Skjærgaard' fringing the district of *Nord-Horland*, which with Sønd-Horland (p. 95) formed the ancient *Hørdafylke*. The low, shapeless, and generally bare islands have been worn down by the glaciers of the ice period.

The first stations *Alverstrøm* and *Lygren* are rarely touched at. More important is *Skjærjehavn*, at the N. end of the *Sandø*. Then *Eivindvik* or *Evenvik*, on the small *Gulenfjord*, the ancient meeting-place of the *Gulathing* (p. xlvi).

At the mouth of the Sognefjord lie the *Sulen-Øer*, the 'Solundare' of Frithjof's Saga, a group of islands with hills rising to 1830 ft. (about 5 Kil. to the left of the steamboat).

On the mainland, to the right, lies the station of *Sognefest* or *Sygnefest*, to the E. of which rises the *Stanglandsfjeld*.

On the N. bank we observe the *Lihest* (2275 ft.). On the same bank are the stations of *Bøfjord* or *Lervik* and, beyond the promontory of *Værholm*, *Ladvik* or *Lavik*, the chief place in the W. Sogn.

On the S. bank lie *Brække*, on the small *Risefjord*, and *Trædal* or *Tredal*, on the *Eikefjord*, at which the steamers call alternately with the stations on the N. bank just named.

The scenery improves. The mountains become higher. We enter the pleasant *Vadheimsfjord* on the N. bank and call at —

19 S.M. (from Bergen) **Vadheim** (*Vadheims-Hotel*, R. 1 kr. 50, B. 1 kr. 40, S. 1 kr. 40 ø.), situated at the mouth of two valleys, through one of which (W.) runs the overland route to the Moldefjord (R. 24). The verandah of the inn overlooks the fjord. To the W. is a waterfall with a factory adjacent, above which rises the *Norevikshei*.

On the S. side of the fjord, opposite the Vadheimsfjord, opens the *Fuglsætfjord*, with the station of *Bjordal*, called at once weekly.

On the N. bank lies the pleasant village of *Kirkebø*, with its church on a high rock, near the mouth of the *Højangerfjord*, past which we steer. Then *Maaren*, prettily situated, with a waterfall. Next, *Næse* or *Nesse*.

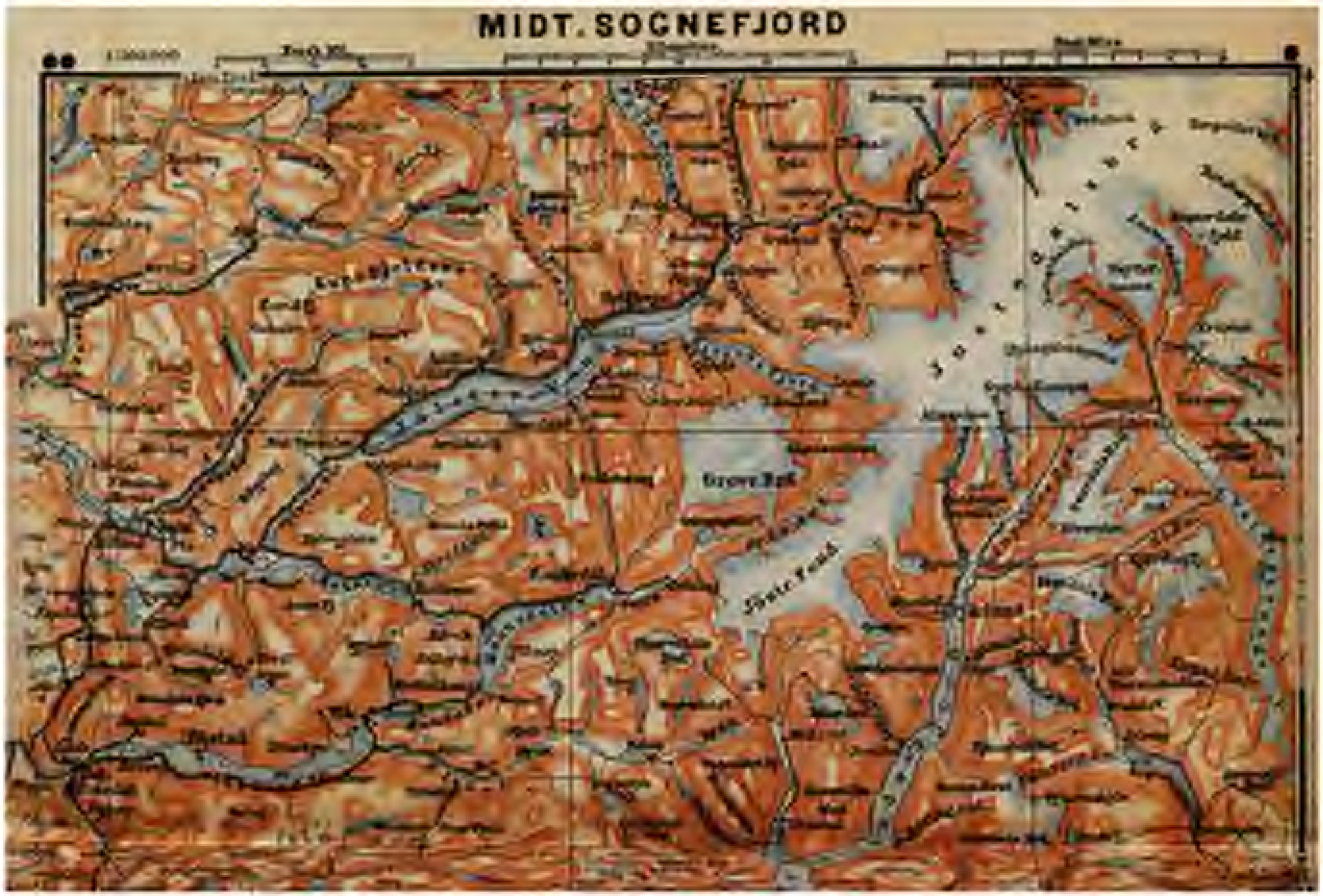
On the S. bank lie *Ortnevik* and *Sylvarnæs* or *Sølvarnæs;* then *Næset*, on the *Arnefjord*, with its fine mountain-background. At these places the steamers usually call once a week only.

As we steer farther E. the beauty of the scenery becomes more striking. The mountains, rising to upwards of 3000 ft., assume picturesque forms and are clothed with vegetation to their summits, while between them peep occasional expanses of snow. The steamers call at *Kvamsø* on the N. bank once weekly. They next steer to the S., round a promontory at the mouth of the small bay of Vik, where we observe a 'Gilje' and other salmon-fishing appliances, to —

6 S.M. **Vik** or *Vikøren (*Hopstock)*, lying in a fertile region at the mouth of two valleys, the *Bodal* on the W. and the *Ofriddal* on the E., with its branch the *Seljedal*. Snow-mountains form the background; to the E. rises the Rambær (p. 125). The old churches of *Hoprekstad* and *Hove*, the one of stone, the other of timber, are interesting.

From Vik we may drive inland about 8 Kil. in one of three different directions, in order to cross one of the mountain-passes (about 8 hrs. each): to *Stalheim* (p. 119; the last part of the route passing the Jordalsnut, fatiguing but interesting), or to *Vinje i Vossestranden* (p. 119; we may drive the last 11 Kil. from Aarmot onwards, and past the Mørkedalsvand), or to *Gulbraa* in the *Exingdal* (with guide in each case).

The Sognefjord here turns at a right angle to the N. In the distance, even from Vik, we observe the Vetlefjordsbræ (p. 123). The passage to Balholm takes about 3/4 hour. On our right lies *Vangsnæs*, on a promontory where the fjord again turns towards


MIDT. SOGNEFJORD

MIDT. SOGNEFJORD

the E. The W. bank being the supposed scene of Frithjof's Saga, as rendered by Tegnér, Vangsnæs it said to have been Frithjof's Framnæs.

2 S.M. **Balholm.** — *KVIKNE'S HOTEL, R. $1^1/_4$, A. $^1/_2$, D. 2, B. $1^1/_2$, S. $1^1/_2$ kr. — Observe that the Nordre Bergenhus steamers have a pier to the N., and the 'Jotunheim' to the S. of the inn.

Balholm, the chief place on the fertile *Balestrand*, beautifully situated at the mouth of the small *Essefjord*, is the starting-point for several fine excursions. Grand mountain-background: *Gjeiteryggen*, *Vindrekken* (3880 ft.), and *Guldæple;* further N., separated from the last by the sharp gap of *Kjeipen*, the *Furunipa* and *Toten* (4610 ft.). To the S.W. rises the *Munkegg* (4135 ft.).

About $^1/_2$ M. to the S. of the inn at Balholm a mound, with a modern 'Bautasten', is pointed out as the tomb of King Bale of the Frithjof's Saga. The road goes on, skirting the beautiful bank, to *Flesje* (4 Kil., a pleasant walk).

Opposite Balholm, to the N., on the other side of the mouth of the Essefjord, rises the prettily situated church of *Tjugum*, from which a walk may be taken to the Fjærlandsfjord.

The **Essefjord* may be visited by rowing-boat from Balholm in 3 hrs., there and back, a very fine excursion; the ascent of the *Toten* takes 8 hrs., that of the *Munkegg* 11 hrs. (grand views).

FROM BALHOLM TO SANDE I HOLMEDAL (two days). 1st Day. By the Fjærland steamer to *Torsnæs* on the *Sværefjord* (see below); walk to the gaard *Sværen* at the head of the fjord (2 Kil.; tolerable quarters); then ascend the valley gradually for about 3 Kil.; mount a steep and rough path to the pass of *Sværskard* (2300 ft.), where we get a fine view looking back to the Sognefjord; ascend a steep and marshy slope to the watershed; descend past the *Torenæs Sæter* (5 hrs. from Sværen) to the *Holme-Vand* in the *Viksdal;* then through a good deal of wood, past the *Lange-Sæter*, across the river, and over marshy ground to *Mjell* (8-10 hrs. from Sværen). — 2nd Day. From Mjell bridle-path to the gaard *Hof;* then down the *Eldal* to *Eldalsøren* on the *Viksvand* (p. 162); cross by boat to *Holsevik*, and walk thence by the road to *Sande* (p. 162; in all, 3-4 hrs. on foot and $1^3/_4$ hr. by boat).

The most beautiful excursion from Balholm is to the ***Fjærlandsfjord**, which runs inland towards the N. (Steamer from Balholm to Fjærland daily in 3 hrs.; fare there and back 2 kr. 40 ø.; see Com. 252.) This fjord is 26 Kil. long, nearly 2 Kil. broad in its S. and 1 Kil. in its N. half. Its banks are less precipitous than those of the Nærøfjord (p. 126), but the scenery at its head, backed by the snow-mantle of the Jostedalsbræ and the glaciers descending from it, is very striking.

The entrance to the Fjærlandsfjord is commanded by the *Toten* (see above) on the left and the *Storhaug* (1210 ft.) and *Trodalsegg* (3645 ft.) on the right.

To the left diverges a broad bay of the fjord, dividing into the *Sværefjord* and the **Vetlefjord.* The steamer calls at *Torsnæs*, at the mouth of the former, and at *Ulvestad*, at the head of the Vetlefjord.

From Ulvestad a road ascends the valley to *Mell* (plain quarters), where we see the *Vetlefjordsbræ* descending from the Jostedalsbræ. The *Melsnipa* (5800 ft.) to the E. and the *Gotopfjeld* or *Gotophesten* (5650 ft.) to the N. are said to command superb views. — From Mell a toilsome mountain route leads to the gaard *Grøning*, near *Haukedal* (p. 164; 7-8 hrs., with guide).

After the steamer has rounded the promontory of *Menæs*, we observe on the right, above the *Rommedal*, the *Romhest* (4110 ft.; ascent said to be easy; fine view), and on the left the *Harevoldsnipa* (5360 ft.) and the *Melsnipa* (see above), separated from the *Jorddalsnipa* by the *Jorddalsdal*. The head of the fjord with its snowy background now becomes visible. On the right lies the gaard *Berge*, at the mouth of the Bergedal. (To Sogndal, see pp. 126, 125.)

The steamer stops at **Fjærland** or *Mundal* (*Mikkel Mundal's Hotel*, new), nearly 2 Kil. from the head of the fjord. A granite stone recalls King Oscar II.'s visit. Emp. William II. was here in 1889. As the steamer usually remains here for 6 hrs., we have time to visit the glaciers which descend, a little to the N. of Fjærland, into the *Bojumsdal* and the *Suphelledal*, two valleys separated by the *Skjeidesnipa*. The latter glacier only is seen from the fjord. We may drive the greater part of the way. (Stolkjærre there and back 3 kr.; guide unnecessary.)

The road to the two valleys passes the gaard of *Bojum*, where it turns to the right, crosses the Bojumselv about 4 Kil. from Fjærland, and then forks into the Bojumsdal on the left and the Suphelledal on the right.

To the ***Bojumsbræ**, the grander of the two glaciers, it is a walk of $1^3/_4$ hr. from the fork of the road. New road as far as ($1^1/_4$ hr.) a Sæter, from which we ascend and cross the stream in 20-25 min. to the glacier, the foot of which lies 450 ft. above the fjord.

The ***Store Suphellebræ** is also $1^3/_4$ hr. from the fork of the road. (We may drive to its foot and walk the last 20 min.) Its base is only 152 ft. above the fjord. About 480 ft. above its base a rock divides the glacier into two parts. Of these the upper only is united with the Jostedalsbræ; the lower part is formed of accumulated masses of ice which have fallen over the rock. The roar of the ice-avalanches is frequently heard. The ice is of an azure-blue colour, particularly in the great vault from which the glacier-stream emerges.

Grand passes from Fjærland lead across the Jostedalsbræ to Lunde on the Kjøsnæsfjord (p. 164) and to Aamot in the Stardal (p. 166; guides *Joh. Mundal* and *Hans Bøium*, 10 kr.). Skirting the Bojumsbræ, we ascend the *Jakobbakkadn* to the glacier in $2^1/_2$ hrs., reach its highest point, the *Kvitevarde*, in 1 hr. more; then descend S.W., past the *Troldvand* and across the *Lundeskar* to Lunde in $4^1/_2$ hrs, or N.W. over the *Befringsskar* to the Stardal and Aamot.

From *Hillestad* to Fjærland, p. 130; from *Sogndal* to Fjærland, p. 125.

b. From Balholm to Gudvangen. Aurlandsfjord and Nærøfjord.

Steamer (Com. 252, A, B, and 253) from Balholm to *Gudvangen* direct, 3 times a week in 5-6 hrs. (fare 3 kr. 20 ø.); also several times a week, changing at Lærdal or Amble.

Balholm, see p. 123. The first station is *Vangsnæs* (p. 122).

The steamer skirts the S. bank of the fjord, above which rise imposing mountains.

On the S. bank is the station of *Fedjos* or *Fejos*, whence, through the *Gulsætdal*, we may ascend the *Rambær* (5260 ft.), affording a grand view of the Jostedalsbræ and the fjord (those who do not care to mount so high may go as far as the *Kongshei* or the *Kongsvand*, 2-3 hrs.), and the *Fresviksbræ* (5160 ft.).

$2^1/_2$ S.M. (from Balholm) **Lekanger** or *Leikanger* (*Inn* of *Herm. Bruus Enke*, suited for some stay, and *Fretheim's Inn*, in *Hermansvik*, or *Hermansverk*, both good) lies on the *Sjøstrand*, the fertile N. bank of the fjord. To the E. lies the gaard *Henjum*, with a 'Stue' (wooden house) of the 17th cent., and to the W. the gaard *Husebø*, with a lofty 'Bautasten'. A day's excursion may be taken from Lekanger to the N. through the *Henjumdal* to the *Gunvordbræ* (5150 ft.).

The direct steamer to Gudvangen steers S. from Lekanger to Fresvik (p. 126). The other steamers first enter the narrow *Nordnæssund* to the E. On the left are the gaards of *Lunden* (sometimes touched at) and *Slinde;* then the church of *Ølmheim.* On the right is *Fimreite*, on a fertile hill, commanded by the mountain of that name (2570 ft.). On 15th June, 1184, Magnus Erlingssøn was defeated and slain here in a naval battle by King Sverre. Rounding the peninsula of *Nordnæs*, a spur of the *Skriken* (see below), we enter the *Nørumsfjord*, with smiling and well-cultivated banks. On the left lies the gaard of *Fardal*, at the mouth of the *Øverste Dal* or *Øfste-Dal.* On the right rises the *Storhaugfjeld* (4235 ft.). Turning to the N., we now enter the *Sogndalsfjord*, and pass, to the left, the gaard *Stedje*, with its thriving orchards.

3 S.M. **Sogndal** (*Danielsen's Hotel*, at the landing-place; Skyds Station at the gaard *Fjærn*), consisting of *Sogndalskirke*, *Hofslund*, and *Sogndalsfjærn*, is charmingly situated on an old moraine through which the *Sogndals-Elv* has forced a passage, and amidst lofty mountains: the *Storhaugfjeld*, to the S. (see above; easily ascended and affording a fine view); *Skriken* (4115 ft.), to the S.W.; and *Nukenipa* (3200 ft., to the N., easily ascended in $3^1/_2$ hrs.). Large gaards on the banks, *Aabjerge* to the N. being conspicuous. Pleasant walk on the bank of the river to the *Waterfall*, with its mills, and then to the S. to the pretty new church, a Bautasten on which bears the Runic inscription: '*Olafr konungr saa ut mille staina thessa*'. We may then follow the road to Stedje (see above), with its two large 'Kæmpehouge' ('giant tumuli'), whence we may return to Sogndalsfjæren by boat (an excursion of 1 hr. in all).

From Sogndal to Fjærland (10-12 hrs.). A tolerable road ascends from Sogndal to the *Sogndålsvand* (1500 ft.) and along its E. bank to *Gaard Selseng* (17 Kil.). To the W. opens the *Gunvorddal*, with a small sanatorium. From Selseng we may ascend *Thorstadnakken* (5250 ft.; imposing view of the mountains to the E. of the Fjærlandsfjord and of the Jostedalsbræ; to the E. the Horunger in clear weather). — The path now ascends the *Langedal*, passing several sæters to the central of the three depressions in the mountain, about 4130 ft. above the sea, to the left of which rise the peaks of the *Frudalsbræ* (5165 ft.). It then descends the *Bergedal* to *Gaard Berge* on the Fjærlandsfjord (p. 124), from which we row in 1 hr. to (6 Kil.) Fjærland. — From Sogndal to *Marifjæren*, a beautiful walk or drive, see p. 131.

The steamer returns to the great highway of the Sognefjord and steers S., past the promontories of *Meisen* and *Hønsene*, to —

2 S.M. (from Lekanger, 3 from Sogndal) **Fresvik,** situated on a bay formed by the projecting hill of *Nute*, and commanded on the S. by the *Nonhaug* ('non' is 2 p.m., the time when the sun appears above the hill). Fine view looking back on Lekanger, with the Gunvordsbræ rising above it. A visit to the *Fresviksbræ*, 8-9 hrs. from Fresvik, is said to be attractive.

From Fresvik through the *Tundal* and across the hills to the *Jordal* and *Stalheim* (p. 119) takes fully 8 hrs.

Continuation of Route to Lærdal, see p. 128.

The direct steamer to Gudvangen, after leaving Fresvik, steers S. between the promontories of *Saltkjelnæs* and *Solsnæs* into the ***Aurlandsfjord**, an enormous ravine about $1^1/_2$ Kil. broad, with precipitous rocky banks, 3000-4000 ft. high, forming the slopes of higher mountains which are rarely visible from the lake. At a few spots only dwellings have been erected on the alluvial deposits ('Ør', 'Aur') of a stream, or are perched high above the lake on some apparently inaccessible rock. From these abrupt slopes descend lofty waterfalls, either perpendicularly, or in streaks of foam gliding over the dark-brown rock, and reflected in the sombre fjord. Their monotonous murmur alone breaks the profound silence of the scene.

Beyond the Solsnæs we observe on the left the buildings of *Buene*, with a 'slide' for shooting down timber from the forests above. On the right is *Simlenæs;* farther on, the *Fyssefos*. Then, on the left, *Brednæs* or *Breinæs*, beyond which we pass the mouth of the valley of the *Kolarelv*. — To the left, by the promontory of *Nærønæs*, we obtain a superb view of the upper Aurlandsfjord, with its vista of rocky headlands (p. 128).

Passing the promontory of *Bejteln*, we next steer into the ****Nærøfjord**, the S.W. arm of the Aurlandsfjord, and the grandest of all the ramifications of the Sognefjord. It is at first about 900-1000 yds. in breadth. Soon after entering it, we see on the right a waterfall of the *Lægde-Elv*, nearly 1000 ft. high. Opposite rises the pointed *Krogegg;* then the *Gjeitegg*. Between these two hills, and afterwards between the Gjeitegg and the *Middagsberg*, we obtain fine glimpses of the snow-clad Steganaase (p. 128) high above. Opposite the Middagsberg, on the right, are the gaards of *Dyrdal* at the mouth of the Dyrdal. The fjord contracts to a defile about 200 yds. broad, bounded by perpendicular rocks. On the right, between the Middagsberg and the *Rauegg*, are the gaards of *Styve*, endangered by the river; above them rise the snow-masses of the *Store Bræ*. Several veil-like waterfalls. On the right the *Dyrdalsfjeld*. To the left, further on, the *Nissedals-Elv* descends from the *Skammedalshøidn* (not visible from the steamer). To the right is a waterfall descending from the *Ytre Bakken*, forming a double leap far above. The fjord now turns more to the S. We now observe the mountains of the Nærødal, particularly the Sjerpenut (see below), and to the right the waterfall of the *Bakke-Elv* and the small church of *Bakke*, to which a good road leads from Gudvangen (a pleasant walk). This is probably the finest part of the fjord. Farther on, several waterfalls are seen on both sides.

5 S.M. (from Fresvik) **Gudvangen.** — *Hansen's Hotel & Skyds-Station, R. 1, B. 1, D. 2 kr., English spoken; *Vikingvang Hotel (English landlord), R. 1 kr. 20, B. 1 kr. 50, Lunch 1 kr. 50, D. 2 kr. 25 ø.; both these hotels are about 5 min. from the steamboat-pier.

Conveyances to Stalheim and Vossevangen usually await the arrival of the steamer (skyds-tariff III): to the foot of the Stalheimsklev 9, to the top 12, to Vinje 26 Kil. (as to charges, see p. 118). A visit to the Stalheimsklev takes a whole day, the steamboat arrangements not admitting of its being managed in less. As to ordering rooms at Stalheim by telephone (from Hansen's Hotel), see p. 119. Those who have enjoyed the view from the top of the 'Klev' by favourable afternoon light may drive on to Opheim or Vinje the same evening without losing anything.

Gudvangen is a group of gaards at the head of the Nærøfjord, at the influx of the *Nærødals-Elv*. The mountains enclosing the ravine are so lofty and abrupt that this little hamlet does not see the sun throughout the whole winter. On the E. rises the *Sjerpenut*, on the W. the *Solbjørgenut*. From the *Kilsbotn*, to the N. of the former, comes the **Kilefos*, a waterfall 1840 ft. in height, beginning with a leap of 500 ft.; to the right of it are the small *Hestnæsfos* and *Nautefos*, whose waters unite below.

The ***Nærødal** (the most enjoyable way of seeing which is to walk both up and down: to the top of the Stalheimsklev 12 Kil. in about 3 hrs., back in 2 hrs.), the landward continuation of the fjord, preserves the same wild character. About 1/2 hr. from Gudvangen the road crosses a great 'Ur' (p. 126) and the clear river. To the right towers the huge *Jordalsnut* (3620 ft.; ascent, see p. 120), which consists of light-gray felspath. On the rocky slopes are seen many traces of the avalanches ('Skred') which fall into the valley in the early summer. The road follows the right bank, gradually ascending. On the left bank are the gaards *Hemre* and *Hylland*. Further on (9 Kil. from Gudvangen) the road recrosses to the left bank and reaches the foot of the **Stalheimsklev* ('cliff'), which terminates the valley. The vehicles of visitors to the 'Klev' usually await their return at the bridge. The road ascends the 'Klev' in sixteen somewhat steep zigzags, the ascent of which takes nearly an hour. On the right and left are the **Sevlefos* and the **Stalheimsfos*, two picturesque waterfalls. At the top of the pass (1125 ft.) we reach the comfortable **Stalheims-Hotel* and enjoy a superb view (see p. 119).

The steamers (Com. 252 A, B, and 253), either in ascending or in descending the Sognefjord, penetrate several times weekly into the ***Upper Aurlandsfjord**, which stretches S.E. from the promontory of Bejteln (p. 126). To the left, high up on the steep E. bank, we observe the gaards *Horken* and *Nedberge*, and in a ravine *Kappadal.* To the right, on the hill, are the *Stegesætre*, with two waterfalls near. The steamer sometimes calls at *Underdal*, finely situated, with a church; through the valley of that name we may ascend by the *Melhus-Sæter* to the *Steganaase* ('ugly' or 'terrible nose'; 5660 ft.), the highest peak of the *Syrdalsfjeld.* — Farther on, to the right, rises the long *Flenje-Egg*, with its highest peaks, that of *Jelben*, to the N., and the *Flenjanaase* (4840 ft.). The fjord widens. On the left open several deep ravines, first the *Skjerdal*, with the gaard of that name, then the small *Voldedal* and the *Vasbygd*, the chief place in which is —

Aurland or *Aurlandsvangen* (*Brun's Inn*, well spoken of), with its small stone church, the usual terminus of the steamers. — The *Aurlandselv* abounds in fish; 6 Kil. up its valley lies the *Vasbygdvand.* (Route to the Hallingdal, see pp. 44-42.)

At the head of the fjord, about 7 Kil. from Aurland, lies *Fretheim* (touched at once weekly; Com. 253) at the mouth of the *Flaamsdal*, with a fine girdle of mountains, 3 Kil. from which is the church of *Flaam.*

Beyond the church the bridle-path ascends the FLAAMSDAL, mounting a 'Klev' in windings to a higher part of the valley. Fine view looking back. We then pass the fine *Riondefos* on the right. We ascend several other 'Kleve', pass through the *Berakvamsgjel*, a narrow ravine, pass the gaard of *Melhus*, and reach that of *Kaardal*, the highest in the valley (5-6 hrs. from Fretheim; comp. Map, p. 98). — Thence over the Gravehals and through the Rundal to Vossevangen (path to Eggereid 6 hrs.; road thence to Voss about 26 Kil.), see p. 118; or over the Gravehals to the *Osefjord* (10-12 hrs.) or to *Lekve* and *Ulvik* (10-12 hrs.), see p. 104.

FROM AURLAND TO TØNJUM IN THE LÆRDAL (2 days). 1st Day: steep ascent of about 4000 ft. between the *Blaaskavl* (*Skavl*, 'snow-drift'; 2815 ft.; ascended in 6 hrs. from Aurland; fine view) on the N. and the *Høiskarsnut* on the S., and afterwards passing the lofty *Hodnsnipe* on the right, to the *Hodnsæter* (8 hrs.). — 2nd Day: to the *Skaale-Sæter* and ascend the *Barshøgda* (4635 ft.), commanding a fine view as far as the Horunger, and of the Jøranaase with the Troldelifjeld. A rough sæter-path then descends to the (7 hrs.) church of *Tønjum* in the *Lærdal*, from which *Lærdalsøren* (p. 129) is 10 Kil. distant by the high-road.

c. From Balholm or from Gudvangen to Lærdalsøren.

STEAMER from *Balholm* to *Lærdalsøren* almost daily, in $3\frac{3}{4}$-$7\frac{1}{2}$ hrs. (fare 2 kr. 80 ø.); from *Gudvangen* to *Lærdalsøren* daily, in $3\frac{1}{2}$-5 hrs. (fare 2 kr. 80 ø.).

From Balholm and from Gudvangen to the mouth of the Aurlandsfjord, see p. 126. — The steamer rounds the *Saganæs*, the base of the *Holten*, and sometimes calls at the substantial gaard of —

Ytre Frøningen. On a green plateau, about 400 ft. higher, stands the school, attended by the children of this scattered district.

From Ytre Frøningen the *Blejan (5560 ft.) may be ascended in 6-7 hrs. (rather steep): admirable view of the Sognefjord, the Jostedalsbræ, the Horunger, the Jotunheim Mts., the Hallingdal, and Voss. The fjord itself is best seen from the brink of the [illegible], which descends 5000 ft. almost

INDRE SOGNEFJORD

perpendicularly to the N. — An easier ascent is from the *Vindedal* (see below; poor quarters), reached from Lærdalsøren by small boat. The best plan is to sleep at the *Vindedals-Sæter*, 1½ hr. above the Vindedal and 2-3 hrs. from the top.

To the N. towers the Storhaugfjeld (p. 125). We next pass *Indre Frøningen* and the promontory of *Refnæstangen*, a spur of the *Hausafjeld*, behind which rises the *Lemegg* (see above). We either steer direct to Lærdalsøren, or first to the N. to —

Amble *(Husum's Inn)*, charmingly situated on the crater-shaped *Amblebugt*. A pleasant road leads hence, passing the *Amblegaard* (the owner of which, Hr. Heiberg, has a collection of relics relating to the large Norwegian family of that name), and skirting the fjord, to (2 Kil.) *Kaupanger*, beautifully situated. The small 'Stavekirke', restored, dates from the 12th cent. Fine elms and ashes.

From Amble to Sogndal (13 Kil.). Beyond Kaupanger the road begins to ascend; superb view looking back on the Sognefjord, particularly of the precipices of the snow-clad Blejan (p. 128). The road leads through pine-forest to the top of the hill, and then descends past several large farms (each with a 'Stabbur' and belfry) to (7 Kil.) *Eide* (a poor station). A road skirting the *Eidsfjord*, with a fine view of the avalanche-furrowed slope of the Storhaugfjeld towards the S., leads hence to (6 Kil.) *Loftesnæs*, a substantial farm-house opposite Sogndal, to which we cross by boat. — To row direct from Eide to Sogndal (6 Kil.) takes 1 hr. (boat with two rowers 1 kr. 8 ø.). Herrings are largely caught in the Eidsfjord. The water in this bay is almost fresh on the surface, but salter below.

To the S. rises the Blejan (p. 128); to the W., farther distant, the Fresviksbræ (p. 125). On the left opens the Aardalsfjord (p. 129). Opposite the headland of *Fodnæs*, on the right, between the Lemegg and the long *Glipsfjeld*, descends the *Vindedal*, with the *Store Graanase* in the background. The fjord, now called *Lærdalsfjord*, is bounded on the left by the *Vetanaase* and, farther E., the *Høganaase* (4900 ft.). We pass the gaards of *Haugene*, on the right, at the mouth of the *Eijerdal*, and land at —

8 S.M. (from Balholm) **Lærdalsøren.** — Pier 1 Kil. from the hotels (carr. 50 ø. each pers.; with luggage 60 ø.). — *Lindstrøm's Hotel and Skyds Station, two houses with 80 beds in all, R. from 1½, A. ½, B. 1½, D. 2, S. 1½ kr.; Lærdalsøren's Hotel, R. 1 kr. 20 ø., B. 1 kr.; English spoken at both.

Fast Skyds-Station, both for horses (tariff III) and boats. — Telegraph Office at the upper end of the village. — English Church Service at Lindstrøm's in summer.

Lærdalsøren, generally shortened to '*Lærdal*', the terminus of the Valders and Hallingdal routes (RR. 7, 6), lies on a broad and marshy plain at the mouth of the *Læra*, enclosed by bare rocky mountains. View limited. Towards the E. we observe at the end of the *Oftedal*, on the left, the *Haugnaase* (5250 ft.), and on the right the *Freibottenfjeld*. The village with its 800 inhab., has a doctor, a chemist, and a few tolerable shops. The church, a curious-looking modern timber edifice, with a group of houses around it, lies several hundred yards further inland.

Pleasant Walk of ½ hr. along the bank to the winter pier (used when the fjord is frozen), and thence to *Haugene* at the mouth of the Eijerdal (see above).

d. The Aardalsfjord and Lysterfjord.

Steamer (Com. 252) from Lærdalsøren to *Aardal* 3 times weekly, in 1½-2 hrs. (fare 1 kr. 60 ø.); to *Skjolden* at the head of the Lysterfjord 4 times weekly, in 5-7½ hrs. (fare 2 kr. 80 ø.); to Marifjæren only, in 3½-4 hrs. (fare 2 kr.).

From Lærdalsøren to *Fodnæs*, see p. 129. After rounding the promontory we obtain, to the left, a view of the Lysterfjord (see below), with the Haugmælen; in the background is the Jostedalsbræ (p. 120). To the S.W. towers the Blejan (p. 128).

The entrance of the **Aardalsfjord** is somewhat monotonous. On the N. bank rise the Bodlenakken and then the Brændhovd, between which lie the Ytre and Indre Oferdal (see below). On the wooded S. bank is the station of *Nadviken* or *Vikedal.* We next obtain a view of the *Sæheimsdal* to the N., and a little later we see the superb girdle of mountains around —

Aardal, or *Aardalstangen* (*Inn*, tolerable). The little village with its pretty church lies on an old coast-line (p. xxix), and on deposits from the mountains on the right, at the mouth of the *Aardalselv*, which issues from the neighbouring *Aardalsvand.* Opposite, to the S., rises the snow-clad *Slettefjeld* or *Middagshaugen* (4435 ft.). Aardal is the starting-point for a visit to the Vettisfos (1 day; p. 152) and for a *Tour round the Horunger to Skjolden (4 days; see p. 153 and pp. 158, 157).

Returning from Aardal, the steamer calls when required at *Oferdal*, the station for the valleys of *Indre* (E.) and *Ytre* (W.) *Oferdal*, which lie between the *Brændhovd* and the *Bodlenakken.* We then round the wild precipice of the Bodlenakken and enter the ***Lysterfjord**, the N.E. arm of the Sognefjord, 40 Kil. in length, where the wildest scenery is combined with the most smiling. Owing to the numerous glacier-streams falling into it, the water of the fjord near the surface is fresh and of a milky colour, but is salt underneath. On the W. side rises the precipitous *Haugmælen* (4135 ft.), which may be ascended nearly the whole way on horseback. In 2¼ hrs. from Aardal the steamer reaches —

Solvorn (*Hotel Solvorn*, R. 1 kr., B. 80, S. 80 ø.), a skydsstation, finely situated on a bay in the W. bank of the fjord, backed by the snow-mountains around the *Veitestrandsvand* (see below).

A hilly road leads from Solvorn to the (2 Kil.) *Hafslovand* (455 ft.), the bank of which is skirted by the road from Marifjæren to Sogndal mentioned below. About 2 Kil. to the N. of the junction of the two roads lies **Hillestad** (*Hillestads-Hotel*, praised; 4 Kil. from Solvorn, pay for 6), where guides and horses are obtained for the ascent of the *Molden* (see below; on foot 3-4 hrs.).

From Hillestad the road leads by *Hafslo*, with a church and parsonage, to (8 Kil.) the S. end of the *Veitestrandsvand* (640 ft.), a lake 17 Kil. long. We may then row to the N. end of the lake, where rustic quarters may be had at the gaard of *Nordre Næs*, and walk thence in 9 hrs. by the *Veitestrandsskar* to the *Suphelle-Sæter* and to *Fjærland* (p. 124), a fatiguing expedition (guide and provisions necessary).

On the promontory opposite Solvorn, in a charming situation, lies *Urnæs* (where the steamer calls when required), with its large tumuli ('Kæmpehouge') and the oldest 'Stavekirke' in Norway, dating possibly from the 11th cent. (see p. 26). To the left towers the huge *Molden* (3645 ft.). On the E. bank, about 1/2 hr. after leaving Solvorn, we pass the gaard of *Ytre Kroken*, famed for its orchards. To the N.W. appears the *Hestebræ*, part of the Jostedalsbræ; to the right of it is the Leirmohovd; more to the N. are the hills of the Krondal (p. 133). In 1/2 hr. more we reach —

Marifjæren (**Hotel Marifjæren*), prettily situated on the *Gaupnefjord*, the best starting-point for a visit to the *Jostedal* (p. 132). Beautiful walk to the N.W. up to the old church of *Joranger*, which commands a magnificent view of the fjord and the Feigumsfos (see below). To the S. of Marifjæren (10 min.) is the gaard *Hundshammer*, whence part of the Jostedalsbræ is visible.

The Road from Marifjæren to Sogndal (22 Kil., pay for 33; a drive of 4-5 hrs.; fast stations all the way) traverses beautiful scenery. The road, good at first, but afterwards very hilly, passes the base of the Molden (see above), which is very steep on the W. side, and follows the course of the *Bygde-Elv*. On the right, above us, lies *Joranger*. We pass many farms with well-cultivated fields, chiefly on the sunny side ('Solside') of the valley. A little to the right lies *Fet*, with its old church. At the highest point of the road (about 900 ft.) we obtain a view of the distant snow-mountains to the S. of the Sognefjord (Fresviksbræ, Rambæren, etc.) The descent is rather steep. Grand view of the Hafslobygd, the Hafslovand, and the mountains of the Sognefjord.

8 Kil. (pay for 14) *Hillestad*, see above.

The road skirts the E. bank of the *Hafslovand*, where the road to Solvorn diverges to the left (see above), and traverses a pine-wood, affording glimpses of the lake and the Jostedalsbræ to the N. Beyond the gaard *Okleviken* the road attains its highest point, and then descends the winding *Gildreskreden (*Skreien*), where caution is necessary in driving. Superb view of the fjord. On our right rushes the *Aarøi-Elv*, descending from the Veitestrand and Hafslo lakes, and forming the *Helvetesfos* and *Futesprang*. Below lies *Nagløren*. The road now skirts the *Barsnæsfjord*. Observe the glacier-worn rocks, with large isolated boulders resting on them at places. Oaks, elms, and ashes begin to appear. Passing through the *Børhul*, a curious aperture in the rock, the road ascends to the heights of *Kvam*, which afford another splendid view. The fjord contracts to a narrow channel. On the opposite bank lies Loftesnæs (p. 129).

14 Kil. (pay for 19) *Sogndal*, see p. 125.

The upper part of the Lysterfjord is grand and picturesque. The steamer passes *Næs*, on the left, and on the right the imposing *Feigumsfos*, which descends from a valley to the N. of the *Rivenaase* (3450 ft.), in two falls, about 650 ft. in height. To the N. of the fall rises the *Sørheimsfjeld*; then the *Skurvenaase* (4520 ft.).

On the W. bank is the small station of *Hojheim* or *Hojumsvik*. Then —

Døsen (**Inn*), charmingly situated. Adjacent is the old stone church of *Dale*, with a fine portal.

From Døsen we may ascend the *Daledal* by a horse-track, passing the gaards of *Bringe* and *Skaar* and the sæters of *Vallagjerdet* and *Kvale*, to the gaard *Kilen*, the highest in the valley. Thence a steep climb over the *Storhaugs Vidde* (2600 ft.) to the *Vigdals-Sæter;* then to the W. through the *Vigdal*, passing the *Buskrednaase* on the right, to the fjeld-gaards of *Øvre* and *Nedre Vigdal*. From the latter the path leads across a hill, descends abruptly to the *Ormbergsstøl*, and leads N. to *Gaard Ormberg* in the *Jostedal* (p. 133), about 27 Kil. from Døsen (a fatiguing walk of 9-10 hrs.; guide necessary).

From Døsen the steamer goes N.E. to —

Skjolden (**Thorgeir Sulheim's Inn*, at the gaard of *Eide*, p. 157), finely situated at the head of the Lysterfjord, the starting-point for an excursion to the Fortundal and to the views of the Horunger (p. 157 *et seq.*). To the E. rises the snow-clad Fanaraak.

Skjolden lies at the entrance of the sombre **Mørkereidsdal**, which extends about 20 Kil. to the N. and contains the farms of *Skole*, *Bolstad*, *Flohaug*, and then *Moen* and *Mørkereid*. Beyond these are several sæters: the *Knivebakke-Sæter* to the left, the *Dul-Sæter* and the *Dalen-Sæter* to the right; then the *Fosse-Sæter* and the *Rausdals-Sæter*. On both sides are lofty fjelds and glaciers. From the Rausdals-Sæter we may go to the W. over the fjeld and through the *Martedal* and *Fagerdal* to the gaard *Faaberg* (p. 134) in the Jostedal (a long day's walk).

From Marifjæren to the Jostedal.

$1^1/_2$-2 Days. To the *Nigardsbræ* a drive of 5 hrs., returning in $4^1/_2$ hrs. (a day's journey, changing horses at *Sperle*). It is usual to engage a carriole for the whole journey (to Kroken and back 16 kr.; skyds-tariff III) and to spend a night at Sperle on the way back.

The ***Jostedal**, like almost all the Norwegian valleys, is a rocky rift or ravine in the midst of a vast plateau of snow and ice, the W. part of which consists of the *Jostedalsbræ* (p. 120), with its ramifications, while the E. half is formed by the *Spørtegbræ* and numerous snow-clad peaks or 'noses'. The sides of the valley, rising to 3000 ft., are generally wooded, and are often broken up by transverse rifts, from which torrents and waterfalls descend; and at intervals they recede, forming basins which are usually bounded by rocky barriers, marking the different zones of the valley.

Marifjæren, see p. 131. The road leads past the precipitous slopes on the W. bank of the *Gaupnefjord* to (3 Kil.) *Røneid*, at the mouth of the *Jostedals-Elv*, opposite the church of *Gaupne*. Above Gaupne rises the *Raubergsholten* (2675 ft.).

The road ascends on the right bank of the turbulent and muddy river. The lower part of the valley is well cultivated. The road passes an old moraine and crosses the *Kværne-Elv*. The high and shapeless rocks which flank the road all the way to Leirmo begin here. In front of us rises the *Leirmohovd*. After crossing the *Fondøla*, the road turns to the right to the gorge of *Hausadn*. To the W. we see the twin peaks of the *Asbjørnnaase* (5270 ft.). From the rocks on the right falls the *Ryfos*. We soon reach the first of the basins peculiar to the Jostedal, named after the hamlet of *Leirmo*, on the hill to the left. (From Leirmo we may visit the **Tunsbergdalsbræ*, 14 Kil. in length, the longest glacier in Norway.) We cross the foaming *Tunsbergdals-Elv*. To the right towers the *Kolnaase*. The river expands until it covers the whole floor of the valley.

14 Kil. **Alsmo** lies on an old moraine ('Mo'). The road soon enters a gorge called the *Haugaasgjel*, and continues to skirt the river, while the old road crossed the precipitous *Haugaas*. The Jostedals-Elv and its tributary the *Vigdøla*, descending from the right, form several fine falls. The road traverses the deep and imposing basin of Myklemyr, once occupied by a lake. To the left

rises the *Hompedalskulen* (4820 ft.), on which lies the *Hompedals-Sæter*. We next enter a basin much devastated by the river, and pass the gaards of *Myten*, *Teigen*, *Øen*, and *Myklemyr*.

The road leads through a narrower part of the valley, past the large gaard *Ormberg* on the right, to another small basin, with the gaards of *Fossen* and *Dalen;* then through another *Gorge, with a bridge leading to Ormberg (p. 131), to the basin of —

13 Kil. **Sperle** (properly Sperleøer; good quarters). Beyond the school is the gaard of *Sperle*, with the waterfall of that name, descending from the *Listølsbræ* on the left. Beyond Sperle a steep ascent to the *Nedre Lid*, which is wooded at the top, and past the 'Gjel', or ravine, of that name which opens on the right. We then descend into a beautiful basin containing the church of **Jostedal** (660 ft.), to which the 900 inhab. of the whole valley belong.

On the left we observe the *Bakkefos*, which descends from the *Strondafjeld*, and near it the *Øvre Gaard*. We then reach another broad basin. On the right the *Gjeitsdøla* forms three fine waterfalls. To the S.E. rises the imposing *Vangsen* (5710 ft.), with a glacier on its N.E. slope, which may be visited from Jostedal (4 hrs.). Between the valleys of *Vanddal* and *Gjeitsdal*, which here open to the right, is seen the pyramidal *Myrhorn*, rising from the great *Spørtegbræ* behind. Beyond the gaard of *Gjerdet* we cross the stream issuing from the *Krondal*, which is flanked on the right by the *Haugenaase* (4260 ft.) and on the left by *Vetlenibben* and the *Grønneskredbræ*. Corn thrives thus far.

From the Krondal over the Jostedalsbræ to Loen, or to Olden on the Nordfjord (p. 169), 12-14 hrs., a grand but trying route. (Guide, *Johannes Snetum*, in the Krondal, 12-14 kr.; porter 10 kr.). We sleep at the gaard *Kronen*, and start early next morning. We ascend the *Tværbræ* or *Bjørnestegbræ*, which descends from the N., to the (3 hrs.) *Haugenøset*, between the Tværbræ and the Nigardsbræ (see below), marked by the last 'Varde' in the Jostedal (good water). Roping is necessary for the passage of the glacier which now begins. In 1 hr. the Kjendalskrona, the Lodalskaupe, and other mountains of the Nordfjord come in sight. In 2-3 hrs. more we reach the first 'Varde' on the opposite side. We descend across the *Kvandalsbræ* (20 min.) and by a very fatiguing route skirting its margin to the ($1^1/_2$ hr.) *Kvandal* (p. 172). Or we may follow the Jostedalsbræ farther W. and descend by the *Sundebræ* to the Oldenvand, which we reach at *Sunde* (p. 170).

Farther on we cross a hill and obtain a fine view looking back. Before us soon comes in view the ***Nigardsbræ**, between the *Haugenaase* (4260 ft.) and the *Liaxel*. We reach the foot of its moraine in $^1/_2$ hr. by a new path diverging to the left (about 14 Kil. from Sperle). The best view of this famous glacier, so often described by Norwegian and foreign writers, is obtained from the top of the moraine. Time permitting, we may go further up the valley on the N. side. (Guide to the glacier unnecessary; to the top of the glacier 6 kr.)

The road crosses the stream issuing from the Nigardsbræ, passes the gaard *Kroken*, and ends at —

18 Kil. **Faaberg** (1310 ft.; *Rasmus Larsen's Inn*, R. 1, B. 1, S. 1 kr.), where *Rasmussen Larsen Faaberg*, an admirable guide for the Jostedal, lives.

From Faaberg through the Fagerdal to the *Mørkereidsdal*, see p. 132.

From Faaberg across the Jostedalsbræ to Gredung i Stryn, 12-13 hrs. (guide 12-14 kr.). It is usual to ascend in the evening, between the *Liaxel* and the *Hamrene* and past the *Bjørnestegadn-Sæter* in the *Stordal*, to the *Faabergstøl* (1875 ft.; $1^1/_2$ hr.), where tolerable quarters are obtained. To the W., just above the sæter, extends the *Faabergstølsbræ*. Next morning we ascend the desolate Stordal, passing the *Oi-Sæter*, where the path to the Gudbrandsdal over the Hanspikje, mentioned at p. 62, diverges to the right. Farther on we keep to the left and in $1^1/_2$ hr. reach the *Lodalsbræ* (about 2970 ft.), which we ascend to the right, skirting the *Rauskarfjeld*, to the *Jostedalsbræ*. The highest point of the latter is reached to the right of the *Lodalskaupe* (6790 ft.; ascended for the first time by Mr. Slingsby in 1889). The descent to Gredung takes 5-6 hrs. We first cross the creviced *Gredungsbræ* or *Erdalsbræ*, which comes down from the *Stornaase* and the *Klubben* (5150 ft.) on the W., and then descend by a difficult and unpleasant rocky path (rope necessary) past the *Skaarene* to the lower end of the glacier (2300 ft.). The valley now becomes less steep, and we reach the sæter of *Gredungsstøl* and the gaard of *Gredung* without farther difficulty (see p. 173).

An easy pass leads from the *Liaxel* (see above) into the *Bødal* and down to the *Loenvand* (p. 171). Descent on the W. side from an ancient cairn S.E. of the *Brattebakbræ*.

22. Jotunheim.

A map of this district on a large scale is published by A. Cammermeyer of Christiania ('Lomme-Reisekart over Norge, No. V, Lom, Vestre-Slidre, Borgund, Lyster'; scale, 1 : 175,000; price 1 kr.). Still better are Section 30D (Galdhøpiggen) and Section 30B (Bygdin) of the Topographical Map mentioned in the Introduction (p. xxiv; scale 1 : 100,000).

Although the greater part of Norway consists of a vast tableland, rising occasionally into rounded summits, and descending abruptly at the margins, it possesses three districts with the Alpine characteristic of well-defined mountain-ranges. One of these districts is on the *Lyngenfjord* in Tromsø Amt (p. 228), the second in *Søndmøre* (p. 173), and the third is the region bounded by the Sognefjord on the W. and the plateaux of Valders and the Gudbrandsdal on the S. and the N.E. This last was explored for the first time by *Keilhau* in 1820 and named by him *Jotunfjeldene*, or the 'Giant Mountains', but is now generally known as *Jotunheim*, a name given to it by later 'Jotunologists', chiefly Norwegian students, as a reminiscence of the 'frost giants' in the Edda.

The peaks of Jotunheim (called *Tinder*, *Pigge*, *Horne*, and *Næbber*, while the rounded summits are *Høer*) are all over 5900 ft., several are upwards of 6550 ft., while the *Galdhøpig* (p. 147) and the *Glittertind* (p. 145) exceed 8200 ft. in height. The Swiss Alps are much higher (Mont Blanc, 15,784 ft.), but are surpassed by the Jotunheim mountains in abruptness. The plateaux between the peaks are almost entirely covered with snow, the snow-line here being about 5580 ft. (in Switzerland 8850 ft.). Huge glaciers (*Bræer*, the smaller being called *Huller*, 'holes') descend from these masses of snow, but without reaching the lower valleys as in

Switzerland. The mountain-basins which occur
enclosed by precipitous sides rising to 1600 ft. or n
as *Botner*. A peculiarity of the valleys, which w
ceptions lie upwards of 3300 ft. above the sea-lev
than the forest-zone), is that they rarely terminate i
intersect the whole mountain, gradually rising on e
'*Band*' or series of lakes without any distinct culmin
The scenery of Jotunheim is greatly enhanced by its ree large
and several smaller lakes.

The Jotunheim inns are inferior to those on the more frequented routes, but thanks to the spirit and enterprise of the Norwegian *Turist-Forening* (p. xxi) fairly good quarters are obtainable at all the chief resorts. Besides the refuge-huts erected by the club, a number of private 'hotels' have lately sprung up, where tinned meats ('Hermetisk'), beer, and wine are generally to be had. The beds, as a rule, are broad enough for two persons if necessary. The usual tariff is so moderate that bed and board need not exceed 3-4 kr. per day. Members of the Turist-Forening, recognisable by their club-button, have a preferential right to beds at the tourist-huts (except those built with subvention of government) until 10 p.m. (paying 40 ø.; non-members pay 1 kr. 25 ø.).

On some of the excursions the only accommodation procurable is at the 'Sæters' and 'Fæboder' kept by good-natured cowherds ('Fækarle' or 'Driftekarle'), who regale the traveller with 'Fladbrød', milk, cheese, and butter, and can generally provide him with a tolerable bed (1½-2 kr. per day for bed and food). See remarks on Sæter Life at p. 60.

The Equipment required by the traveller is similar to that used by Alpine mountaineers, but should if possible be even more durable, as he will have no opportunity of supplying deficiencies and will often have to ford torrents, wade through marshes, and walk for hours over very rough stony ground ('Ur'). Heavy luggage should be left behind, as it hampers the movements.

The Guides are generally inferior to those of Switzerland or the Eastern Alps. The usual fee is 4 kr. per day, but the charges for the different expeditions are given in each case. The guide is not bound to carry more than 2 'bismer'-pounds (24 lbs.) of luggage, and even this he carries unwillingly. For the longer tours, therefore, the traveller must engage a porter, who receives about two-thirds of a guide's fee. No charge is made for the return-journey. — Ice-axes ('Isøxe') and stout ropes ('Reb') are now provided at the chief stations of the Turist-Forening. — Those who travel without a guide should, as a rule, on leaving one of the sæters, whence numerous paths always diverge, ask to be shown the way for the first half-hour.

With the exception of the greater ascents, most of the excursions may be made on horseback. In the hire paid for a horse the services of an attendant are never included, but must be paid for separately; if he is a full-grown man ('voxen Mand') he receives the same fee as a guide.

The best Starting Points for a tour in Jotunheim are: — from the S. *Skogstad* and *Nystuen* (p. 138), from which Eidsbugarden is a short day's walk only; — from the N. *Andvord* (p. 62), on the road from Bredevangen to Marok (R. 9), whence it is a drive of 2 hrs. only to Røjshjem; — from the W. *Aardal* (p. 130) and *Skjolden* (p. 132) on the Sognefjord. — The approach from *Fayer-*

næs (see below) is apt to be tedious owing to the long and sometimes windy passage of Lake Bygdin. A similar remark applies to the routes from the E. leading to Lake Gjende, which are seldom taken (p. 56, 61).

The Finest Scenery may be visited in 9-10 days thus: — from Skogstad to *Eidsbugarden* (and ascent of the *Skinegg*), 1 day; to the *Gjendebod* (ascent of the *Memurutunge*), 1 day; to *Røjshjem*, $1^1/_2$ day (ascent of the *Galdhøpig*, 1 day more); to *Turtegrø*, 1 day; excursions to the Horunger views, 1 day; over the *Keiser* and by *Skogadalsbøen* to *Vetti*, 1 day; to *Aardal* on the Sognefjord, $^1/_2$ day. — Or from *Turtegrø* to Fortun and to Skjolden on the Sognefjord, $^1/_2$ day.

Distances in the following descriptions are calculated for good walkers. It should be borne in mind that walking in Jotunheim is much more fatiguing than among the Swiss Alps owing to the want of paths. Ample time should therefore always be allowed.

A standard rule of Norwegian travel, which applies specially to Jotunheim, is that horses, guides, boats, food, etc. should always be ordered in good time, or the day before if possible.

a. From Fagernæs to Raufjordheim, and up Lake Bygdin to Eidsbugarden.

88 Kil. (two days). 1st Day. Drive to (45 Kil.) *Beito*, the last skyds-station (fast); walk to *Raufjordheim* in $3^1/_2$ hrs. — 2nd Day. Ascend the *Bitihorn* early, 3-4 hrs. there and back; row up *Lake Bygdin* to *Eidsbugarden* in 6-8 hrs.

Fagernæs, see p. 48. — The road ascends the valley of the *Østre-Slidre-Elv*, running a little way from the left bank of the stream. It is nearly level at first, and afterwards ascends rapidly through wood. To the left, below, lies the *Sælbo-Fjord*, with several gaards high above it, and snow-mountains in the distance. We pass, on the right, the loftily situated church of *Skrutvold*. Below us, farther on, is the *Voldbo-Fjord*, at the N. end of which is the church of *Voldbo*.

17 Kil. **Rogne** (**Inn*, often full in summer) lies a little beyond the church of that name. To the E. rise the *Méllene* mountains, the W. slope of which is the *Øiangenshøi*, a splendid point of view (ascent 3-$3^1/_2$ hrs.; guide 1 kr. 60 *ø*.).

From Rogne across the *Slidreaas* to *Fosheim* (22 Kil.), by a good road, see p. 48.

The road crosses the *Vinde-Elv*. It next skirts the *Hæggefjord*, and then ascends steeply to *Hægge*, with its old 'Stavekirke' (p. 26). About 13 Kil. from Rogne we pass *Northorp*, a very characteristic gaard. To the left, farther on, are the *Dalsfjord* and the *Mørstafjord*, connected by a river with each other and with the *Hedalsfjord*.

16 Kil. *Kjøk* (*Station). Farther on, to the left, are the Hedalsfjord and *Lake Øiangen*. Fine view of the lake, with the *Slettefjeld*, *Mugnatind*, and *Bitihorn* (see below).

12 Kil. **Beito** (2380 ft.; **Inn*, plain), the last skyds-station. On Sundays the national 'Springdans', accompanied by the 'Norske Harp', may sometimes be witnessed here.

The path to Raufjordheim (guide $1^1/_2$ kr.; comp. Map, p. 134) leads N.W., at first nearly level, and afterwards ascends steeply. At (1 hr.) the top of the hill is a marshy plateau enclosed by mountains, to the W. the Mugnatind, and to the N. the *Bitihorn* (5250 ft.), which rises precipitously on the E. side. In 1 hr. more we reach the *Smørhul-Sæter*. [By making a digression of 2-3 hrs., with a guide, we may now ascend the Bitihorn direct, viâ the Bitihorn-Sæter (3460 ft.), but the ascent is easier from the Raufjord.] The path ascends steeply for 25 min. more. Extensive view towards the S.; close to us, on the left, rises the Bitihorn. We now descend towards the N., skirting the base of precipitous rocks (echo), walk across marshy ground and round the Bitihorn, and reach (1 hr.) the refuge-hut on the Raufjord called —

Raufjordheim (3430 ft.; six beds, three of them double; tinned meats, trout, coffee, wine, etc.; guide to Hestvolden $1^1/_2$, Nyboden 2, Gjendesheim 4, Besse-Sætre $4^1/_2$, Eidsbugarden 6 kr.). The water of the *Raufjord*, an arm of Lake Bygdin, is strongly impregnated with iron, tinging red the stones on its bank (whence the name: 'raud', 'rød', meaning 'red'). Trees have almost disappeared.

The ascent of the ***Bitihorn** (5250 ft.) from Raufjordheim takes 3-4 hrs., there and back (guide not indispensable). We ascend the W. slope the whole way, keeping well to the left of several swamps at the beginning. The 'Horn' soon becomes visible, serving as a guide. For an hour the route traverses 'Rab', or ground covered with underwood (juniper, dwarf-birches, Arctic willows), and the soft soil peculiar to the Norwegian mountains, and for another hour it ascends steep rocks. Magnificent view of the imposing Alpine landscape to the W., and of the vast plateau to the E., relieved by several peaks and large lakes.

From Raufjordheim to Eidsbugarden by boat in 6-8 hrs. (for 1, 2, 3 persons with two rowers 8 kr. 40 ø., 10 kr., 12 kr.; to Nyboden only, 4 kr., 4 kr. 40, 5 kr. 20 ø.). From the Raufjord a narrow strait leads to ***Lake Bygdin** (3485 ft.), the largest of the three lakes of Jotunheim, about 25 Kil. in length from E. to W., $1^1/_2$-$2^1/_2$ Kil. in breadth, and at places 700 ft. deep. On the N. it is bounded by lofty mountains, on whose steep slopes large herds of cattle are pastured. The S. bank is lower and less picturesque. Storms sometimes make the navigation of the lake impossible. To walk along the N. bank to Eidsbugarden (10-12 hrs.) is wearisome, though free from danger since the Tourist Club improved the path and bridged the streams.

The boat skirts the N. bank. On the right we first observe the *Sund-Sæter* and the mouth of the *Breilaupa*. (Path to Gjendesheim, see p. 143.) About 4 Kil. farther is the 'Fælæger' of *Hestvolden*, whence we may ascend the **Kalvaahøgda* (7160 ft.), a still finer point than the Bitihorn, affording a magnificent view of Jotunheim.

We next pass the deep *Turfinsdal* (see p. 138), with remains of old moraines at its entrance. At the base of the *Turfinstind* we then reach the *Langedals-Sæter*, and close to it the **Nybod,** a shooting-lodge, of which the 'Fækarl' has the key.

From the Nybod we may ascend the huge *Turfinstind (6930 ft.; 7 hrs., there and back), the jagged crest of which is called the *Brudefølge* ('bridal procession'). Fine survey of Lake Bygdin and half of Valders; splendid view of the other Turfinstinder to the N., the Svartdalspigge, and the Knutshulstinder (p. 141). This ascent should be made early in order to avoid falling stones.

From the Nybod to Lake Gjende (p. 141), two routes. One, very grand, but toilsome, leads N.W. through the **Langedal**, passing the *Langedalstjærn*, and crossing the *Langedalsbræ* (6233 ft.) between the *Sletmarkpig* (7070 ft.) on the left and the *Svartdalspigge* (7030 ft.) on the right, into the *Vesle-Aadal*. Guide (2 kr.) rarely to be found at the Nybod. The other route, preferable and comparatively easy (4-5 hrs.; guide, not indispensable, 2 kr.), leads through the **Turfinsdal** and the **Svartdal**. It ascends steeply at first on the W. side of the Turfinsdals-Elv, commanding the whole valley, which is separated from the Svartdal to the N. by a 'Band', or table-land with a series of lakes. The path then follows the E. side of the valley. To the left, farther on, we obtain a superb view of the *Turfinshul*, a basin formed by the Turfinstinder; before us rise the three *Knutshulstinder*, enclosing the *Knutshul*, but the highest (7680 ft.) of them is not visible. Adjoining the northernmost are several peaks of Alpine character. The highest part of the route is reached at the S. end of the long 'Tjærn' (tarn), to the left, whence we see the mountains to the N. of Lake Gjende, particularly the pointed Semmeltind. Beyond a second, and smaller lake (4750 ft.) and a glacier descending from the left, we enter the *Svartdal*, and follow the right (E.) bank of the *Svartdøla*; to the left tower the huge *Svartdalspigge*. We then cross to the left bank, and soon reach the huge precipice descending to Lake Gjende, called *Gjendebrynet*, through which the Svartdøla has worn a deep gorge, the *Svartdalsglup*. We may either follow the latter from 'Varde' to 'Varde', or, better, ascend a ridge covered with loose stones to the left to the *Svartdalsaaksle (5855 ft.), which commands a superb survey of the whole N. side of Jotunheim. Far below lies Lake Gjende (From the Svartdalsaaksle we may ascend the Svartdalspigge without difficulty.) We now descend to the W., below the Langedalsbræ, at first rapidly over loose stones (caution necessary), and then over soft grass; then by the course of the glacier-stream into the Vesle-Aadal, whence we soon reach the *Gjendebod* (p. 140). Or, on reaching Lake Gjende, the traveller may shout for a boat to ferry him across (10 min.).

Voyaging on Lake Bygdin, we next pass the *Langedals-Elv*, and then the *Galdeberg*, from which falls the *Galdebergsfos*. On the S. side of the lake rises *Dryllenøsen* (4935 ft.). Rounding the sheer rocks of the Galdeberg, we observe to the right above us the *Galdebergstind*, and facing us the *Langeskavl* (or *Rustegg*) with the Uranaastind (p. 140), an imposing scene. On the right next opens the valley of the *Tolorma (Høistakka)*, which forms a waterfall, backed by the Grashorung (p. 140). To the S.W. rise the Koldedalstinder (p. 139), and lastly, to the S., the Skinegg (p. 139). Looking back, we observe the three peaks of the Sletmarkpig (p. 140). The lake owes its milky colour here to the *Melkedøla*, a genuine glacier-brook. After a row of 6-8 hrs. in all, we reach *Eidsbugarden* (see p. 139).

b. From Skogstad or Nystuen to Tvindehaugen and Eidsbugarden.

30 Kil. Road to *Lake Tyin* (12 Kil.; horses to be had at Skogstad and at Nystuen); row to (12 Kil.) *Tvindehaugen;* walk thence to (6 Kil.) *Eidsbugarden.*

Skogstad and *Nystuen* on the Valders route, see p. 50. About halfway between them, near the *Bøsæter*, the new road to Lake Tyin diverges to the N., crosses the *Bjørdøla*, and leads over the hill which separates the lake from the district of Valders. Fine view from the top.

Lake Tyin (3535 ft.), 14 Kil. long, 1-2½ Kil. broad, and at places over 300 ft. deep, with a large bay at the W. end whence the *Aardøla* issues, is a fine Alpine lake, the banks of which, like those of the other Jotunheim lakes, are uninhabited, except by a few 'Fækarle' in summer. We reach the lake at its S. end (about 12 Kil. either from Skogstad or from Nystuen), where there are two inns, the *Jotunsæter Hotel* and *Framnæs Hotel.* We embark here for (12 Kil.) Tvindehaugen (for 1, 2, 3 persons with 1 rower 2 kr. 40, 2 kr. 80, 3 kr. 20 ø.; with 2 rowers 3 kr. 60, 4 kr. 40, 5 kr. 20 ø.). On every side rise lofty mountains. Off the Fælager of *Maalnæs* we sight the pyramidal Uranaastind (p. 140), and to the S. rises the Suletind on the Fillefjeld.

Tvindehaugen, a club-hut of the Turist-Forening (kept by *Gudbrand Skattebo*), is one of the chief stations of the Jotunheim guides. Ascent of the *Skinegg* (see below) 1½-2 hrs.; guide hardly necessary.

The **Koldedalstind** or *Falketind* (6700 ft.), to the N.W. of Lake Tyin, ascended in 1820 by *Prof. Keilhau* and *Chr. Boeck*, and the first of the Jotunheim mountains ever climbed, is most conveniently reached from Tvindehaugen (8-10 hrs.; guide 4 kr.). We row across the lake, ascend the valley of the *Koldedøla* to the foot of the Falketind, and climb to the top, most of the way over glaciers. The dangerous descent to the Koldedal (p. 154) should be avoided; better return by the same route.

A new road, skirting the lake, and crossing the low *Eid* or isthmus between lakes Tyin and Bygdin, leads from Tvindehaugen to (6 Kil.) —

Eidsbugarden, *Eidsbugaren*, or *Eidsbud*, a log-hut at the W. end of *Lake Bygdin* (p. 138), about 33 ft. above it, the most finely situated 'hotel' in Jotunheim (R. 1 kr., D. 1 kr. 30 ø.), and starting-point for several magnificent excursions.

The ***Skinegg** (5150 ft.) is ascended from Eidsbugarden in 1½ hr. (there and back 2½ hrs.; no guide required). We cross the stream which descends from the Eid between lakes Bygdin and Tyin, and ascend straight to the N. peak, avoiding the soft snow-patches as much as possible. The view from the summit, where rocks afford welcome shelter, is one of the finest in Jotunheim, though shut out on the E. by the higher S.E. peak (5265 ft.).

To the S we survey the Tyin and the whole of the Fillefjeld, with the Stugunøse near Nystuen and the majestic Suletind (5810 ft.). Of more absorbing interest are the mountains to the W. and N., where the Tysegg, the Gjeldedalstinder (7090 ft.) and Koldedalstinder (see above; Falketind, Stølsnaastind) with their vast mantles of snow, and farther distant the Horunger (beginning with the Skagastølstind on the left, and ending with the Styggedalstind to the right; p. 159) rise in succession. Next to these are the Fleskedalstinder, the Langeskavl, the Uranaastind (p. 140), with a huge glacier on its S. side, the Melkedalstinder, the Grashorung, and other peaks. To the N. rise the mountains on the N.W. side of Lake Gjende, and still more prominent are the Sletmarkhø, Galdebergstind, and Turfinstinder on Lake Bygdin. Of that lake itself a small part of the W. end only is visible. — To *Tvindehaugen* on Lake Tyin (p. 139) we may descend direct from the Skinegg towards the S.W. — A walk to the top of the Skinegg, down to Tvindehaugen, and back to Eidsbugarden takes 5-6 hrs.

The Ascent of the Langeskavl, there and back, takes half-a-day (guide necessary, 2 kr.). We ascend the course of the *Melkedøla* (see below), and at the top of the hill, instead of turning to the right into the Melkedal, enter a side-valley to the left, where we keep as far as possible to the right. The bare summit of the **Langeskavl** (6115 ft.) towers above masses of snow. The view embraces the mountains seen to the W. of the Skinegg, to which we are now nearer, and also the whole of Lake Bygdin as far as the Bitihorn.

The Ascent of the Uranaastind from Eidsbugarden takes 6-7 hrs., or a whole day there and back (guide necessary, 4 kr.). We follow the route to the Langeskavl, which after a time we leave to the W. in order to ascend the extensive *Uranaasbræ.* We cross that glacier to the *Bræskar*, whence we look down into the Skogadal to the W. (p. 155). Lastly an ascent on the N. side of about 800 ft. more to the summit of the ***Uranaastind** (7035 ft.), the highest E. point of the *Uranaase*, which is always free from snow. The extensive view vies with that from the Galdhøpig (p. 147). The compass is utterly useless on the top owing to the presence of iron. Towards the W. the Uranaastind descends precipitously into the Uradal (p. 155). To the S. it sends forth two glaciers, the Uranaasbræ, already mentioned, and the *Melkedalsbræ*, the E. arm of which descends into the Melkedal (p. 150), while the W. arm, divided by the *Melkedalspigge* and furrowed with crevasses, descends partly into the Melkedal, and partly into the Skogadal (p. 150). — The Uranaastind may also be ascended rom *Skogadalsbøen* (p. 155).

c. From Eidsbugarden to the Gjendebod on Lake Gjende.

From Eidsbugarden to the *Gjendebod*, 4-5 hrs.; guide (hardly necessary) 2 kr. 40 ø., horse 4 kr. (A still finer route is that already described, from the *Nybod* through the *Turfinsdal*, p. 138.) After arriving at the Gjendebod we may ascend the Memurutunge the same day and return by boat from the Memurubod.

Eidsbugarden, see p. 139. We follow the N. bank of Lake Bygdin, cross (1/4 M.) the rapid Melkedøla (p. 149) by a narrow wooden bridge, and reach (3/4 hr.) the *Tolormbod*, at the mouth of the *Tolorma* or *Høistakka*, which point may also be reached by boat (with one rower, for 1, 2, 3 persons, 80 ø., 1 kr., or 1 kr. 20 ø.). Grand view, looking back, of the snow-mountains to the W. (comp. p. 139).

The path ascends the left bank of the Tolorma, on the W. slope of the *Galdeberg* and the *Oksedalshø*, crossing (1 1/2 hr.) a brook which descends thence. We then ascend the *Gjelhø*, to the N.E., to the plateau of *Grønneberg* (4210 ft.). To the left rises the *Grashorung* (7145 ft.) with the Snehul, and to the right the huge *Sletmarkpig* (7070 ft.), from which the *Sletmarkbræ* descends N. into the Vesle Aadal. Having crossed the Grønneberg, we descend rapidly to the N.E. into the **Vesle Aadal**, which is bounded on the N. by the *Gjendetunge*, and follow the brook down to Lake Gjende. Here we turn to the N., pass round the Gjendetunge, and cross by a bridge to the —

Gjendebod (about 20 beds; good wine; fixed tariff), a club-hut at the entrance to the *Store Aadal*, and at the foot of the precipices of the Memurutunge. The post-office delivers letters here. Guides, *Erik Slaalien* and *Ole O. Kvitten.* — Boat to the Memurubod with 1 rower for 1, 2, or 3 pers., 2 kr., 2 kr. 40, 3 kr. 20 ø., with 2 rowers 3 kr. 60, 4 kr., 4 kr. 80 ø.; to Gjendesheim with 1 rower 3 kr. 20, 4 kr., 5 kr. 20, with 2 rowers 6 kr., 6 kr. 80 ø., or (also for 4 pers.) 8 kr. A second rower is always advisable.

***Lake Gjende** (3210 ft.), 18 Kil. long, 1-1½ Kil. broad, and 480 ft. deep at places, extends from W. to E., where the *Sjoa*, a tributary of the Laagen, issues from it. It presents a still more Alpine character than Lake Bygdin. On both sides it is enclosed by abrupt mountains, of which the *Beshø* (7585 ft.), on the N. or 'Solside', and the *Knutshulstind* (7680 ft.) and *Svartdalspig* (7030 ft.), on the S. or 'Bagside', are the highest. These peaks are not seen from the Gjendebod, but become visible as we ascend the Store Aadal. There are few places on the banks of the lake where landing or walking for any distance is practicable. The colour of the water is green, especially when seen from a height. The lake is fed by several wild glacier-torrents. Storms often make boating impossible for days together, and the N. wind sometimes divides in the middle of the lake and blows E. and W. at the same time.

The Ascent of the Memurutunge takes about 4 hrs., there and back, or including the descent to the Memurubod 6 hrs. at least (guide 2 kr.). From the Gjendebod we may either make the very steep ascent to the E. by the *Bukkelæger* or the *Høgstueløfte* (dangerous without a guide), or follow the bridle-path through the *Store Aadal* for about 1½ hr., ascending the left bank of the stream, and then mount rapidly to the right (practicable for riding; see below). The ***Memurutunge**, a plateau about 5020 ft. in height, with snow-fields, small lakes, and interesting Alpine flora, forms a kind of mountain-peninsula, bounded on the W. by the Store Aadal, on the S. by the Gjende, and on the E. and N. by the Memuru-Elv. Farther N. it is encircled by lofty snow-mountains.

The View embraces, to the S., the Knutshulstind with its deep 'Hul', the Svartdalspig, and between them the deep Svartdal; then the Langedal and the Sletmarkpig; to the W. rise the pointed Melkedalstinder and Raudalstinder, prominent among which is the Skarvdalstind, all near the Raudal. To the N.W. lies the Langevand with the Smørstabtinder, the Kirke, and the Uladalstinder. To the N. the Hinaatjernhø, Memurutinder, and Tjukningssuen. To the E. the Beshø. — Instead of returning the same way, it is far more interesting to traverse the Memurutunge to its E. end and then make the steep descent to the *Memurubod*. In this case a boat must be ordered to meet the traveller there.

The view from the ***Gjendetunge** (5095 ft.) is the same as from the Memurutunge, with the addition of a survey of the whole lake. We cross the bridge to the W., follow the path on the W. bank of the river to the N. for about ½ hr., and then ascend steeply to the left.

The ascent of the highest **Knutshulstind** (7680 ft.), first made by Hr. Th. J. Heftye in 1875 from the S. side, is not difficult from the Gjendebod (8 hrs.). We cross the lake and ascend the Svartdalsglup (p. 138) to the Svartdal, whence we climb towards the E. to the summit.

From the Gjendebod through the Raudal to Skogadalsbøen, 10-12 hrs. (guide to the Guridals-Sæter 8 kr. 80 ø., to Berge near Fortun 16-18 kr.). The route leads up the *Store Aadal* on the right bank to a (½ hr.) waterfall formed by a brook descending from the Grisletjærn. It then ascends rapidly to the left. Farther on, it crosses the brook and leads on the N. side of the *Grisletjærn* (4590 ft.) and the following tarns to the *Raudalshoug*

(3 hrs. from the Gjendebod), where the **Raudal** begins. This grand, but at first unpicturesque valley, with its almost unbroken series of lakes, lies to the N. of and parallel with the Melkedal (p. 150). The valley is nearly level, and there is no distinguishable watershed. Here and there are large boulders deposited by the glacier which once filled the valley. On reaching the 'Band', or culminating point we enjoy superb *Views in both directions: to the right rise the *Raudalstinder* (7410 ft.; first ascended by Hr. Carl Hall in 1890; not difficult; guide indispensable), to the left is the *Melkedalstind* with its sheer precipice, and between them peeps the Fanaraak (p. 149) in the distance; looking back, we observe the Raudalstind on the left, the Snehulstind (Grashorung) on the right, and between them the Sletmarkpig (p. 140) with a great amphitheatre of glaciers. It takes about $1^1/_2$ hr. to cross the 'Band', from which a route leads to the W. round the Svartdalsegg to the Langvand and the Store Aadal (a round of 10-12 hrs. from the Gjendebod). We next cross the *Raudals-Elv* by a snow-bridge and traverse toilsome 'Ur' and patches of snow on the S. side of the valley, skirting a long lake for the last $1^1/_2$ hr. (patience very necessary). As we approach the ***Raudalsmund**, the precipice with which the Raudal terminates towards the Store Utladal, the scenery again becomes very grand. A view is obtained of the mountains of the Utladal and Gravdal, including the curiously shaped Storebjørn (p. 148), from which the *Sjortningsbræ* descends. To the E. we survey the whole of the Raudal, flanked by the Raudalstinder on the N. and the Melkedalstind (p. 150) on the S. The red ('raud') 'gabbro' rock here has given rise to the name of the valley. The route now descends on the S. side of the grand waterfall of the Raudalselv to the *Store Utladal*, about $^3/_4$ hr. above the *Muradn-Sæter;* thence to Skogadalsbøen, see p. 156.

The *Row down Lake Gjende to Gjendeosen (3-4 hrs.) requires fine weather (fares, p. 141). Soon after starting we obtain a view to the S. of the Svartdal (p. 138), at the entrance of which lies the cattle-shed of *Vaageboden.* To the N. rise the slopes of the Memurutunge (p. 141). About halfway down the lake, at the mouth of the *Memurudal*, from which issues the muddy *Memuru-Elv*, crossed by a bridge, is the club-hut of **Memurubod.** To the N.W., at the head of the Memurudal, rises the Heilstuguhø and Semmelhullet. Towards the N.E. the Beshø is conspicuous during the greater part of the trip, and more to the E. the Veslefjeld descends abruptly to the lake.

From the Memurubod or from the Gjendebod an interesting and easy glacier-pass, with which the ascent the *Hejlstuguhø* (p. 144) or one of the *Memurutinder* may be combined, leads across the *Memurubræ* to the *Spiterstul* (11 hrs.; p. 145).

From the E. end of the lake, named *Gjendeosen*, issues the *Sjoa.* On the N. bank here lies the club-hut of **Gjendesheim,** the best of the kind in Jotunheim (R. 80, B. 70, D. 1-1 kr. 30, S. 70 ø.), a good starting-point for the ascent of the Veslefjeld and the Besegg (7-8 hrs., there and back; guide advisable), and for that of the Beshø (8-9 hrs., with guide).

A good bridle-path leads N. in 1 hr. to the *Bessa*, on the N. bank of which lie the *Bes* or *Besse Sætre* (good quarters at the S. sæter, owned by P. Tronhus). The route to the Veslefjeld follows the S. bank. Guided by 'Varder', we ascend to the *Besvand* (4525 ft.; 340 ft. deep), where the huge Beshø becomes conspicuous. Ascending to the left, in $1^1/_2$-2 hrs. more we reach the summit of the barren and stony **Veslefjeld** (5675 ft.). The view embraces the whole of the dark-green Lake Gjende, with the Koldedalstinder and Stølsnaastind to the S.W., and above all the enormous Beshø quite near. — We may now follow, towards the W., the narrowing crest of the Veslefjeld, separating the Besvand from the Gjende, which lies 1200 ft. lower, and terminating in the ***Besegg**, a curious ridge or arête, descending precipitously to Lake Gjende.

Travellers with steady heads may descend to the *Eid* separating the two lakes, and not rising much above the Besvand. It is also possible to descend to the Memurubod by skirting the base of the Beshø. It is safer, however, to return to the Bes-Sæters, or to descend direct to Gjendesheim.

The ascent of the ***Beshø** (7585 ft.; 8-9 hrs., there and back) coincides with that of the Veslefjeld as far as the *Besvand;* we then row across the lake and ascend by the *Beshøbræ.* The view from the summit embraces the whole of Jotunheim. Far below lie the Memurutunge, the Besvand, Lake Gjende, and the Rusvand. The slope towards the last is precipitous.

From the Bes-Sæters we may follow the W. bank of the *Upper Sjodalsvand* (3255 ft.) to (1½ hr.) the *Besstrands-Sæter*, and go thence by a carriage-road, passing the *Nedre Sjodalsvand* (3240 ft.), traversing a spur of the *Besstrands Rundhø* (4910 ft.), and crossing the *Russa-Elv*, to (1½ hr.) the three —

Ruslien or *Rusli Sætre* (3125 ft.; good quarters at all), where the road from Sørum and Storvik ends (p. 61).

Ascent of the Nautgarstind from the Ruslien Sætre (3-4 hrs.). We ascend a cattle-track ('Koraak') to the *Hindfly*, turn to the left to the *Søndre Tværaa*, and round the *Russe Rundhø* (6233 ft.), traversing 'Ur'. Fine view of the Tjukningssuen (see below). We now come in sight of the slightly flattened and snowless summit of the ***Nautgarstind** (7615 ft.), to which we have still a steep ascent of fully 1000 ft. on the N.E. side. On the W. side the Tind ends in a vast 'Botn' or basin, 1600 ft. in depth. Magnificent view.

From the Ruslien Sætre to the Memurubod (p. 142), 9 hrs., rather fatiguing. We at first follow the left bank of the *Russa-Elv*, wade through the *Søndre* and *Nordre Tveraa*, and reach the (3 hrs.) *Rusvasbod*, at the E. end of the **Rusvand** (4085 ft.). Skirting the lake, we cross several torrents descending from the N. To the S. are the precipices of the huge Beshø. At the (3 hrs.) W. end of the lake we ascend the *Rusglop*, between the *Gloptind* on the E. and *Tjukningssuen* (7910 ft.) on the W., and then descend past the *Hesttjærn*, lying to the right. After following the height to the S. a little farther, we descend abruptly to the *Memurubod.*

From Gjendesheim to the Gjendebod (p. 140) an interesting route (to which the difficulty of crossing the Lejrungs-Elv is a serious drawback) leads through the **Øvre Leirungsdal** between the *Leirungsbræ* and *Knutshulstind* to the *Svartdal* (p. 138), and thence past the Svartdalsaaksle. Guide necessary (5 kr. 20 ø.).

From Gjendesheim to Lake Bygdin (6-8 hrs., not very attractive; guide 4 kr.). Passing the *Leirungsvand*, we then ascend the course of a brook to the S. to the *Brurskarsknatte*, avoiding the extensive marshes of the Lejrungs-Elv. Around the Leirungsdal rise the *Kalvaahøgda*, *Knutshulstind* (p. 141), *Tjernhulstind* (7655 ft.), and *Høgdebrattet*. After crossing the marshy plateau of *Valdersfly* (about 4600 ft.), we descend to the *Vinsteren* or *Strømvand*, cross the Vinstra by a bridge, skirt a spur of the *Bitihorn*, which has been visible from the Valdersfly onwards, and reach *Raufjordheim* (p. 137). In the reverse direction it is best to row from Raufjordheim to the *Sund-Sæter* at the N.E. end of Lake Bygdin, and to ascend the bank of the *Breilaupa* (p. 137) towards the N.E. to the Valdersfly.

d. From the Gjendebod to Røjshjem.

1½ Days. On the first day we walk in 8-10 hrs. to the *Spiterstul;* on the second in 5 hrs. to *Røjshjem.* Guide necessary, to the Spiterstul 4 kr., to Røjshjem 5 kr. 60 ø.; horse as far as the steep ascent to the Uledalsvand 2 kr. 60 ø., saving fatigue.

A fine, but very fatiguing route. We ascend the left bank of the *Storaadals-Elv* and pass through the defile of *Høistulen,* between the Memurutunge and the Gjendetunge. To the right the *Glimsdalsfos.* Splendid view of the Semmeltind to the N. (see below). In 1 hr. we reach the *Vardesten,* a large rock; ½ hr. beyond it the bridle-path to the Memurutunge diverges to the right (p. 141). We next observe, to the left of the Semmeltind, the Hellerfos (see below), and to the left, above it, the imposing *Uladalstinder* (7605 ft.; easy ascent, splendid view). Walkers will find the passage of the *Semmelaa,* which descends from the *Semmelhul* glacier, unpleasant. (The Semmelhul is also crossed by a route into the Visdal, no less unpleasant, but much grander.) Our path now ascends rapidly on the E. (right) side of the wild *Hellerfos,* the discharge of the Hellertjærn, and reaches the top of the hill in ½ hr. (2 hrs. from the Gjendebod). Behind us is a superb view of the Sletmarkpig and Svartdalspig. We traverse a weird wilderness, strewn with glacier-boulders, skirt the *Hellertjærn* (4300 ft.) in a N.W. direction, and then turn to the right into the insignificant valley which leads N., and afterwards more E., to the Uladalsband. The steeper ascent soon begins (2½ hrs. from the Gjendebod), and riders must dismount.

From the Hellertjærn to the Leirdal and Røjshjem, 3-4 hrs. longer than our present route, is much less toilsome (guide, not indispensable, to Ytterdals-Sæter 5 kr. 60 ø.; horse to Røjshjem, with side-saddle if required, 8-10 kr.). From the Hellertjærn we follow the main track, reach the *Langvand,* or *Langvatn* (4630 ft.), and skirt its N. bank (1½ hr.). On the right rise the Uladalstinder; to the S. *Svartdalseggen* (7215 ft.). At the W. end of the lake we ascend past the two *Høgvageltjærne* to the **Høgvagel** ('Vagge', a Lapp word, signifying 'mountain-valley'; 5430 ft.), the highest point of the route, which commands a grand view of the Horunger to the S.W. The path then descends to the *Leirvand* (p. 156).

A steep ascent of ½ hr. brings us to the first of the four *S. Uladal Lakes* (about 5180 ft.). This and the second lie to our left, the third to our right, and the fourth to our left. The route, extremely toilsome here, keeps to the right below the slopes of the *Semmeltind* (7480 ft.; easily ascended from the N. side; 'Semmel', a female reindeer). After another hour it reaches the **Uladalsband** (5760 ft.), its highest point, where it joins the route across the Semmel Glacier. We now descend to the two *N. Uladal Lakes* (5170 ft.). To the right rises the *Hejlstuguhø* (7910 ft.; ascent not difficult; splendid view of the Ymesfjeld, p. 147). Following the E. bank of this lake over most trying 'Ur', we at length reach (2 hrs., or from the Gjendebod 6 hrs.) *Uladalsmynnet,* the junction of the Uladal with the Visdal. Splendid view up and down the latter valley. To the left towers the Kirke. Route to the Leirvand, see p. 156.

JOTUNHEIM

The route down the ***Visdal** (to the Spiterstul 1½-2 hrs. more) follows the right (E.) bank of the *Visa*, at first traversing soft turf, a pleasant contrast to the 'Ur'. After 1 hr. we wade across the *Heilstuguaa*, which descends from the extensive *Heilstugubræ.* The crossing is easy in the early morning only; later in the day we ascend a little in order to cross by a bridge (whence the Spiterstul is 1 hr. distant). Shortly before reaching the sæter, we observe to the left, through the *Bukkehul*, the Sveilnaasbræ and the Styggebræ (p. 147), two glaciers with magnificent ice-falls, especially the latter.

The **Spiterstul** (about 3710 ft.), the highest sæter in the Visdal, commanded by the *Skauthø* (6675 ft.) on the E., affords plain quarters for 8-10 persons and good food at moderate charges.

With a guide, we may ascend the *Leirhø* (7885 ft.), the *Heilstuguhø* (p. 144), and one of the *Memurutinder* (7965 ft.).

The ascent of the **Galdhøpig** (p. 147) is shorter from the Spiterstul than from Røjshjem. The route crosses the Visa by a bridge ½ hr. S. of the Spiterstul, ascends on the N. side of the *Sveilnaasbræ*, and traverses the three peaks of the *Sveilnaasi*. It is not easily mistaken by experts, but owing to the glacier-crevasses is not free from danger, and should not be attempted without a guide.

From the Spiterstul to Røjshjem about 5 hrs. more (guide not indispensable). We soon reach the zone of birches (about 3600 ft.) and (½ hr.) a rocky barrier through which the Visa has forced a passage. In another ½ hr. we come to a pine-wood, with picturesque trees ('Furuer') on the N. side, some of them quite bare. (The limit of pines is here about 3280 ft. above the sea-level.) Above us, to the left, is an offshoot of the Styggebræ. We cross (¼ hr.) the *Skauta-Elv*, which forms a waterfall above, by a curious bridge. To the S. we perceive the Uladalstinder (p. 144) and the *Styggehø* (7315 ft.). On the other side of the Visa is the *Nedre Sulheims-Sæter* (3190 ft.), opposite which the *Glitra* falls into the Visa.

From the Spiterstul or the Nedre Sulheims-Sæter the ascent of the **Glittertind** (8385 ft.) takes 8-10 hrs., there and back (guide and ice-axe necessary). The route follows the top of the hill between the Glitra and the Skauta-Elv, running towards the E. The height first reached is the W. spur of the rocks which enclose the huge basin ('Botn') on the N. side.

The Røjshjem route continues to follow the E. bank of the Visa. In case of doubt observe the small 'Varder'. We cross the *Grjota*, the *Smiugjela*, and the *Gokra.* The Visa is lost to view in its deep channel, but we follow the margin of its ravine. A path ascending to the right for a few hundred paces leads to the finely situated *Visdals-Sætre* (2960 ft.; quarters for the night obtainable, best at the *Øvrebø-Sæter*).

The **Gokraskard**, a fine point of view, may be ascended hence; it commands the Uladalstinder to the S., the Galdhøpig to the S.W., and the Hestbræpigge to the W. — A still finer point is the **Lauvhø** (6710 ft.), whence the Glittertind is also visible.

From the Visdals-Sætre we may also ascend the *Gokkerdal*, between the Lauvhø on the N. and Gokkeraxelen on the S., to the pass of *Finhals* (3885 ft.). Following the *Finhals-Elv* thence and crossing the *Smaadals-*

Elv in the *Smaadal*, we may turn to the right to the *Smaadals-Sæter* (3905 ft.), from which the huge *Kvitingskjølen* (6975 ft.) to the N. may be ascended, and next reach the *Smørlid-Sæter* and the *Naaver-Sæter* on *Lake Thessen*. Thence across the lake and past the *Oxefos* to *Storvik* (p. 62; 1-1½ day).

Below the Visdal Sæters begins the magnificent descent to Røjshjem, skirting the profound **Ravine of the Visa.** The *Lauva* descends from the right. The sæter-path, which has now become a road, descends very rapidly, and in about 1½ hr. reaches the first houses, where we cross the curious bridge to the left.

Røjshjem, see below.

e. Røjshjem and Environs. The Galdhøpig.

From Andvord (p. 62) to Røjshjem (14 Kil.). The road ascends on the left bank of the *Bævra*, often close to the stream. At one point, the *Staberg*, where there is a mill, the ravine is very narrow, and huge blocks of rock have fallen into it from above. In the background rise the *Galdhøer* (7300 ft.), which conceal the Galdhøpig, and the *Juvbræ*, with their imposing masses of ice and snow. We pass the gaard *Sulheim*, on the right, with a waterfall. On the opposite bank are the falls of the Glaama and the gaard of Glimsdal (see below).

Røjshjem or *Rødsheim* (1800 ft.; **Inn* kept by *Ole Halvorssøn Røjshjem*, who speaks English and knows the country thoroughly) lies at the junction of the Bæverdal and the Visdal (see above), and is the best starting-point for the ascent of the Galdhøpig and other fine excursions. By the upper bridge over the Bævra are several 'giant-cauldrons', the largest being about 10 ft. in diameter.

The following is a pleasant walk of 1-2 hours. We follow the Andvord road for 10 min., and cross the Bævra. A rocky *Hill here commands a fine view of Røjshjem and the Galdhøer. A pleasant meadow-path then leads to the left through a plantation of alders to (20 min.) the right side of the valley and to *Glimsdal*, a group of farms, where the *Glaama* descends in four falls. We may then ascend by the broad track on the left bank of the Glaama in 20 min. more to the gaard *Engum*, at the top of the fall.

The Ascent of the Gáldhøpig (8-9 hrs.; there and back, 14-16 hrs.) is comparatively easy, especially if a night be spent on the way (at the Raubergsstul or, better, in the Juvvashytte), and has frequently been accomplished by ladies. Guides, *Knud Volø* and his son (5 kr.; horse 4-6 kr.). Provisions should be taken.

We follow the Bæverdal road (p. 147) for ½ hr., and at the *Mongjel Ødegaard* ascend to the left to (1½ hr.) the *Raubergs-Sætre*, where we may sleep in a hut belonging to Ole Røjshjem. This point may also be reached by a direct footpath in 1½ hr. (guide desirable). We next ascend to the S.W. to (1 hr.) the barren and stony *Galdeshøi* (5240 ft.), which the bridle-path, however, avoids. In 1½ hr. more we reach the *Tverbræ* and the *Juvvand* (about 6230 ft.), a small glacier-lake, with the *Juvvashytte* (several beds; beer and coffee; well spoken of). Above in the form of a bay rise the cliffs of *Kjedelen* (7300 ft.). We now obtain our first view of the summit of the Galdhøpig and the *Sveilnaasi*, its dark rocky spur, with the *Keilhaustop* and *Sveilnaaspig*, looking almost black as they rise above the vast expanse of snow and above the *Styggebræ* or *Vetljuvbræ*. Crossing snow and a stony tract, we reach the *Varde* (6365 ft.) on the Styggebræ in 1-1½ hr., and take ¾-1 hr. more to cross the glacier. (Beware of the crevasses.) We next ascend a ridge of rock covered with loose stones. On the right a deep yawning abyss; on the left the Styggebræ with its wide crevasses. Lastly we mount a toilsome snowy arête to the (½ hr.) summit.

The ****Galdhøpig** (8400 ft.; accent on first syllable) is the highest peak of the *Ymesfjeld*, a peculiar mountain-plateau enclosed by the valleys of the Leira, Visa, and Bævra, and connected with the other mountains of Jotunheim by the Høgvagel (p. 144) only. The slopes of the Ymesfjeld are abrupt on every side. Besides the Galdhøpig there are few peaks rising above its vast sea of snow and ice. The Galdhøpig, the top of which is almost always swept clear of snow by storms, is the highest mountain in Norway (*Mont Blanc* 15,784 ft., *Monte Rosa* 15,217 ft., the *Ortler* 12,814 ft.). A tall 'Varde' of stone affords some shelter.

The View embraces the almost equally lofty Glittertind (p. 145) and the Róndane to the E.; the whole of Jotunheim to the S.; the Smørstabtinder, the Horúnger, the Sognefjord, the Jostedalsbræ, and the Nordfjord mountain-chain to the W.; lastly the Snehætta group to the N. No inhabited valleys are visible. The distant dark-blue Sognefjord alone relieves the weird and solemn scene. — Descent to the *Spiterstul*, not without danger, see p. 145.

The **Lomsegg** (6885 ft.), to the N. of Røjshjem, may be ascended by the gaard *Sulheim* (p. 146) on horseback in 5-6 hours. Imposing view of the Glittertind and Galdhøpig, and of the Smørstabtinder and the Fanaraak to the S.W., which, however, seem a long way off.

The best survey of the whole chain is obtained from the **Hestbræpigge** (6095 ft.). Riding practicable part of the way. The latter part of the ascent over snow and ice is nearly level.

From Røjshjem through the Visdal or the Leirdal to *Lake Gjende*, see pp. 146-144.

f. From Røjshjem over the Dølefjeld to Fortun.

66 Kil. (1½ day). Road to the church of Bæverdal (4½ Kil.). Bridle Path thence to Fortun. Guide and horse to Fortun 16 kr. — Walkers usually sleep at the (7 hrs.) *Bævertun-Sæter*, and next day cross the Dølefjeld to *Turtegrø*, the first inhabited place on the other side (7-8 hrs.). Thence to *Fortun* about 2 hrs. more.

Røjshjem, see p. 146. A carriage-road leads us to (4½ Kil.) *Bæverdals Kirke*. On the W. side of the valley is *Bakkeberg*, with large farm-buildings amid smiling corn-fields. The road ascends steeply through the grand gorge of **Galderne*, with its overhanging rocks. To the right we have a view of the Juvtind, to the left we see the Hestbræ. The road soon divides. That to the right follows the course of the *Bævra*, passing the sæters of *Rusten*, *Flekken* (driving practicable to this point), *Netto*, and *Preste* (good quarters), to the *Høidalsvand* (2155 ft.), from which the Bævra issues in a fine waterfall called the *Høifos*. — The route to the left (preferable; bridle-path only) turns into the **Leirdal**. Avoiding the first bridge to the right, we cross the *Leira* by the second bridge, at the gaard of *Aamot*, and follow the left (W.) bank. To the left are the slopes of the *Store Juvbræ* and the *Store Grovbræ*. Farther on is a grand gorge, through which, however, our route does not lead. On the left descends the *Ilfos;* facing us is *Loftet* (p. 156), with its extensive glaciers; nearer, on the left, is the Dumhø, with the high fall of the *Duma*, below which lie the Ytterdals-Sætre.

About 3 hrs. from Røjshjem we leave the Leirdal (through which a path leads past the Ytterdals-Sætre to the Leirvand; see p. 156) and ascend the *Bæverkjærn-Hals* (about 3600 ft.; 'Hals', a pass). We here obtain a fine *View of the flat upper basin of the Leirdal, set in snow-mountains and glaciers, and farther on we enjoy a splendid panorama of the W. spurs of Galdhøpiggen, Loftet, the Hestbræpigge, the Høifos, and the Bæverkjærn in the upper **Bæverdal.** At a large 'Varde' our path turns to the left and descends to the *Bæverkjærn* (about 1$^1/_2$ hr. from the Lejrdal), with its numerous promontories. We follow the S. bank of the lake, which is about 1 M. long, and after 25 min., near the *Rusten-Sæter*, cross a bridge over the Bævra. We then for $^3/_4$ hr. skirt the N. bank of the *Bævertunvand* (3045 ft.), to the W. of which rises the *Dumhø*. The scene is grand but desolate. At the W. end of the lake we at length reach (6 hrs. from Røjshjem) the —

Bævertun-Sæter (3050 ft.; two houses; good quarters for 10-12 persons). About $^1/_4$ hr. from Bævertun we cross the *Dommabro* or *Dombrui*, where the *Domma*, shortly before its junction with the Bævra, flows underground, and then ascend for 1$^1/_2$-1$^3/_4$ hr. through the monotonous valley of the Bævra to the *Nupshaug*, a curious rocky knoll in the middle of the valley. Adjoining it is a fall of the Bævra; to the left are two other waterfalls, all of which unite here. We now ascend to a higher region of the valley, pass (25-30 min.) the ruined stone hut of *Krosboden*, and see to the left the ***Smørstabbræ,** one of the grandest glaciers in Norway, overtopped by the *Smørstabtinder*. One of these peaks, the *Saksa*, may be ascended from the Bævertun-Sæter with a good guide in 12-14 hrs. (there and back); the highest peak, the *Storebjørn* ('Big Bear'; 7510 ft.; ascended for the first time by Hr. Carl Hall in 1885), to the S., is more difficult and takes longer. The Bævra issues from the Smørstabbræ, at the end of which there is a fine ice-cavern (digression of $^1/_2$ hr.).

In $^1/_4$ hr. from Krosboden we come to a stone 'Varde' with a wooden figure, bearing the inscription (of which only a few letters are now legible): —

'Vær rask som en Løve, og skynd dig som en Hind!
See Veiret det gryner i Fanaraak Tind!'
'Be quick as a lion, haste thee like a hind; see how the storms lower over the Fanaraak Peak!'

In 1/2 hr. more we reach the actual *Fjeld*, whence we enjoy a superb view of the Smørstabbræ, and of the Fanaraak farther W., and then (1/4 hr.) the **Kroshøer** (4630 ft.), the highest point of our route, where we cross the boundary of Bergens-Stift. To the left lies the *Rauskjøldvand*, and afterwards the *Præsteseinvand*, to which the *Fanaraakbræ* nearly reaches. We take two hours to pass this series of almost contiguous lakes and glaciers. The route is marked by large 'Varder', but as fog frequently sets in it is always safer to have a guide.

About 1/4 hr. from Kroshøien is a curious Varde called the '*Kammerherre*', a high mass of rock with a pointed stone on the top. The route soon descends steeply to the *Herrevand*, the stream flowing out of which we cross by the *Hervasbrui* ('Brui', bridge; 4305 ft.), 1 1/2 hr. from the Kammerherre. It is usual to rest at a stone hut here. The route next rounds a buttress of the **Fanaraak** (6690 ft.), an important member of the Jotunheim group, and passes the (35 min.) *Galdebergsvand*, and afterwards the *Juvvand* (4115 ft.), fed by the glacier-stream *Juvvandsaa*. On our left now rises the W. side of the Fanaraak, and we soon survey the whole range of the *Horúnger* (p. 158) beyond the deep Helgedal, the best point of view being the ***Oscarshoug** (3730 ft.), a slight eminence to the left of the path, 1 1/2-1 3/4 hr. from the Hervasbrui. A memorial-stone records a visit paid to this spot by King Oscar II. in 1860, when crown-prince.

We now descend by a good path to (1/2 hr.) the inns at the *Turtegrø-Sætre* (2790 ft.), in the *Helgedal*, a little to the right of the main path, and the sæters of *Gjessingen* (see p. 158).

From Turtegrø to Fortun, through the *Ovabergsdal*, the continuation of the Helgedal, is a walk of scarcely 2 hrs. more; comp. pp. 158, 157.

g. From Eidsbugarden through the Melkedal to Skogadalsbøen, and across the Keiser to Fortun.

2 Days: 1st, to *Skogadalsbøen* 8-10 hrs.; 2nd, to *Fortun* 8-9 hrs.; a grand route throughout, but toilsome at places. Best to take a guide the whole way: to Skogadalsbøen 4 kr., to Berge (1/2 hr. from Fortun; p. 157) 8 kr. 40 ø. (to the Vettisfos, p. 153, 7 kr.)

As the guides of Eidsbugarden, Vetti, etc., are seldom well acquainted with the *Horunger*, the traveller who intends to explore these mountains should dismiss his guide at the Helgedals-Sæter. As to a new guide, see p. 157.

Eidsbugarden, see p. 139. — To the mouth of the turbid *Melkedøla*, and across that river, see p. 140. — Quitting the lake, we gradually ascend the ***Melkedal**. After 3/4 hr. the valley divides. The branch to the left ascends to the Langeskavl and the Uranaastind (p. 140); that to the right is still called the Melkedal. Steep ascent through the latter, passing several waterfalls. As is so often the case in Norway, the valley has no level floor, but consists of a chaos of heights and hollows. At places the rock, polished smooth by glacier-friction, is exposed, and at others is covered with loose boulders. Vegetation ceases, and the only sign of life consists in the 'Koraak', or cattle-tracks, in the snow. At places, however, the ground is thickly strewn for a long distance with the droppings of the *Lemming* ('Lemæn', Lemus Norvegicus, a rodent, not unlike a rat), a hardy little nomad which often swims across Lakes Bygdin and Gjende. The reindeer kills the lemming with a stroke of its hoof and eats the stomach for the sake of its vegetable contents. About 20 min. above the bifurcation of the valley we ascend a steep snow-slope to the plateau of *Melkehullerne*, with several ponds.

In 20 min. more (about $1^1/_2$ hr. from Eidsbugarden) we reach the ****Store Melkedalsvand** (4345 ft.), in a strikingly grand situation, the finest point on the route, and worthy of a visit for its own sake from Eidsbugarden (best time in the forenoon, 4-5 hrs. there and back). Even in July miniature icebergs (of 'aarsgammel Is', year-old ice, *i.e.* winter-ice) are seen floating in the lake (fresh ice being called 'natgammel Is', night-ice). To the W. rises the Langeskavl; then the Uranaastind; on this side of the latter is the Rødberg; next, the Melkedalsbræ, descending to the lake, and the Melkedalstinder, all reflected in the dark-blue water.

A walk of another hour over 'Ur' and snow brings us to an ice-pond at the foot of the first *Melkedalstind*, whence we ascend a steep slope of snow in 20 min. more to the *Melkedalsband*, the watershed ('Vandskjelet'). To the W. a view is obtained of the *Second Melkedalsvand*, a much larger lake than the first, and generally covered with winter-ice down to July. To the left rises the first, and to the right the second *Melkedalstind* (7110 ft.; ascended either from the Raudal or the Melkedal), and to the N.W. the Raudalstind (p. 142). Scenery still imposing. The route skirts the N. side of the second Melkedalsvand and ($^1/_2$ hr.) crosses the stream. Rough walking. A view of the Horunger is now disclosed (p. 158). The striation of the rocks by glacier-action ('Skurings-Striber') is frequently seen. The torrent is again crossed by a snow-bridge (caution necessary), or we may wade through it knee-deep a little lower down. The Melkedal now ends in a barrier of rock ('Bælte', girdle), over which the river falls about 590 ft. To this point also descends from the left the W. arm of the Melkedalsbræ, by which the descent from the Uranaastind may be made (see above). The lower region of the valley which we now enter is the ***Skogadal**, a broad basin. Above it tower the majestic Horúnger, the Skagastølstinder, and the Styggedalstind. The Maradalsbræ descending from the Skagastølstinder is particularly striking. — The Skogadal is at first a little monotonous, but with the rising temperature the vegetation improves, and the scanty 'Rab' or scrub is soon replaced by fine birches (whence the name, 'forest valley'). A walk of 2 hrs. from the 'Bælte', without defined path, brings us to the tourist-hut of —

Skogadalsbøen in the Utladal, see p. 155. For the rest of the route, which is practicable for riding for 2-3 hrs. farther, a guide may be dispensed with, except for crossing the Keiser Pass, especially if still covered with snow. After 25 min. the Muradn route leads to the right (p. 155). We turn to the left and cross the *Utla* by a bridge. Beyond it the path to the right leads to the (25 min.) Guridals-Sætre, while we follow the good sæter-track to the W., on the N. bank of the *Gjertvas-Elv* or *Styggedals-Elv*, which descends from the Gjertvasbræ and the Keiser. The retrospect becomes grander and more open as we advance: to the left is the Smørstabbræ; at the end of the Store Utladal is the Kirke; more to the right are the Raudalstinder; in front of us is the Skogadalsnaasi; further to the right are the Melkedalstind, the Uranaastind, and, to the extreme right, the Falketind. After 40 min. the stream forms a small waterfall. To the left, at the base of the *Styggedalstind* (7710 ft.), which can be ascended from this side, extends the large *Gjertvasbræ*, opposite which we pass 1/2 hr. later.

A grand route, only about 1 hr. longer, taken for the first time by Mr. Wm. C. Slingsby in 1876, and not difficult for good walkers, leads past the N. side of the *Gjertvasbræ* to a low pass, and descends to the *Styggedalsbræ* and thence to the Helgedals-Sæter (see below).

The path, now good, next leads to the (1/4 hr.) *Gjertvand*, passes to the left of this lake, and ascends steeply, over debris and snow, to the 'Skar', and then, between the *Styggedalsnaasi* on the left and the *Ilvasnaasi* to the right, to the (1/2 hr.) **Keiser Pass** (4920 ft.; Lapp 'Gaisa', mountain), on which lie the *Ilvand* and the snows of the *Storfond*. To the S.E., above the snow of the Styggedalstind, rises the Koldedalstind, to the N. the Fanaraak, to the W. the huge Jostedalsbræ rising above the mountains on the Lysterfjord.

The path now leads along the top of the hill, passing the pond of *Skauta*. The Horúnger, especially the mountains round the Styggedalsbotn, become conspicuous to the left. After 35 min. we cross the *Helgedals-Elv*, which flows towards the W., sometimes scarcely fordable, and in 10 min. more reach a bare rocky height commanding the **Styggedalsbotn* (p. 158), a huge basin of snow and ice. After 25 min. we see in the 'Botn' to the left the outflow of the Styggedal glacier, and to the right the *Steindals-Elv* coming from the Fanaraak. In front of us, about 660 ft. below, extends the broad **Helgedal,** to which the path now rapidly descends.

In 1/4 hr. we pass, on the left, the fine *Skautefos*, formed by the confluence of the Helgedals-Elv and the Styggedals-Elv. The path then crosses the *Steindals-Elv*, usually not difficult, and leads through the wide valley to the (3/4 hr.) *Helgedals-Sæter*, and past the Turtegrø Sæters (p. 158) to (2 1/2 hrs.) *Fortun* (see p. 157).

h. From Aardal on the Sognefjord to Vetti. Vettisfos.

To *Vetti* about 5 hrs., viz. $1^1/_4$-$1^1/_2$ hr. by rowing-boat; $1^1/_4$ hr. by carriole, on horseback, or on foot; the rest on foot, the path being almost too bad for riding. As the Sognefjord steamers to Aardal are not timed very conveniently, and the quarters at Aardal are unpretending, this route is a little uncomfortable. It is recommended only to those who are going on to Jotunheim or who intend making the circuit of the Horunger, but hardly repays visitors to the Vettisfos only. Guide to Vetti unnecessary, but required for the excursions beyond it. *Peter Jørgen Melheim* and *Jens Ornæs* are commended (4 kr. per day).

Aardal, see p. 130. Having engaged two rowers, we walk up the *Aardalselv*, on the right bank of which we observe the gaard *Hereid*, to the ($^1/_4$ hr.) **Aardalsvand** (13 ft. above the sea), a lake 14 Kil. long, surrounded by abrupt cliffs and deep ravines. A boat on the lake carries us in $1^1/_2$ hr. to the upper end. To the right we see the *Stegafjeld*, with the precipice of *Opstegene* on its E. side; beyond lies the *Fosdal* with the *Eldegaard*, to which a zigzag path ascends past a waterfall. Farther on, high up to the right, is the *Løstsæter;* then the *Midnæshamer*, with the *Eldeholt*. To the left rises the *Bottnjuvkamb* with its huge precipice; to the right are the 'Plads' or clearing of *Gjeithus* and the *Raudnæs*. Then, to the left, the *Nondal*, with several farms and the *Nondalsfos*. On rounding the Raudnæs we see —

Farnæs, at the N.E. end of the lake, where we land. Bargaining advisable in hiring horse or vehicle.

From Farnæs to Fortun (8-10 hrs.; with guide, 4 kr.). A bridle-path ascends N.W. through the *Fardal* or *Langedal*, passing the *Aare* and *Stokke* sæters, to the *Muradn-Sæter*, whence a path leads through the *Lovardalsskard* (4700 ft.), a narrow 'gap' or pass, into the *Berdal*, where a refuge-hut has been built by Kristoffer Furaas, a good guide for the *Austabottind* (7224 ft.) and *Soleitind* (6824 ft.), two beautiful peaks, the former difficult, the latter easy. Thence to the gaard of *Fuglesteg* (2495 ft.) and by an excessively steep descent (whence probably the name of 'Fuglesteg', or 'bird-path') to Fortun (p. 157).

The road from Farnæs to Gjelle (7 Kil.) ascends the right (W.) bank of the *Utla*. In $^1/_4$ hr. we see on the right the mouth of the *Aardøla;* then the gaard of *Moen* (poor quarters).

From Moen to Eidsbugarden, 10 hrs., unattractive. A sæter-track ascends past the numerous falls of the *Aardøla* to the ($2^1/_2$-3 hrs.) fisherman's hut of *Sletterust*, where the route to Nystuen mentioned at p. 51 turns to the S., while another path leads to the N. of the *Torholmenvand*, past the S. base of the *Mansberg*, to (2-$2^1/_2$ hrs.) the 'Fælæger' of *Breikvam* on *Lake Tyin*. If a boat can be obtained we cross to *Tvindehaugen* and reach the route to Eidsbugarden mentioned at p. 139; if not, we must walk round the N. end of the lake, fording the *Koldedøla*.

About 5 Kil. from Farnæs the road crosses the Utla, and ends at *Gjelle*, 2 Kil. farther. To the right is the fine **Gjellefos*.

From Gjelle a bad bridle-path (best on foot for the suitably shod) ascends the *Vettisgjel*, a ravine 4-5 Kil. long. The path first descends to the left, crosses the river, and reaches the gaard *Skaaren*, just beyond which it crosses another bridge ('Johannebro, 1880'). Farther on we thread our way through a chaos of stones above the wild Utla. After $^1/_2$ hr. we reach the **Afdalsfos*, 530 ft.

high. Scenery very imposing. The ravine ends, $^3/_4$ hr. farther on, at the *Høljabakfos*, a fall of the Utla. Steep ascent to the *Høljabakken*, from which we have a view of the 'Plads' below, Gaard Vetti above, and of three small waterfalls to the left. Then a steep climb of $^1/_2$ hr. more to —

Gaard Vetti (1090 ft.; quarters at *Anfind Vetti's;* horses to be had for returning to Farnæs).

A disagreeable path (guide unnecessary) leads hence, at first up and then down hill, to ($^1/_2$ hr.) the ***Vettisfos**, or *Vettismorkafos*, 850 ft. in height, a fall of the *Morkadøla*, which joins the Utla a little lower down. A height near the fall commands an admirable view of it, but a closer approach may be made by crossing a small bridge to the other bank. — Those who have 3-4 hrs. more to spare may ascend for $1^1/_4$ hr. the path leading to the Vettismorka-Sæter, in order to enjoy the fine view of the fall from above.

The difficult ascent of the **Store Skagastølstind** (7875 ft.), once thought impossible like that of the Matterhorn, was first accomplished by Mr. Wm. C. Slingsby in 1876. The best starting-point is *Vormelid* or *Skagastøl* (guide, p. 157), whence we ascend to the *Midt Maradalsskar* (refuge-hut, destroyed in July, 1891) and thence to the top, either direct, or viâ the *Slingsbybræ* and the *Mohnskar*, and lastly up 500 ft. of rock. — The *Mellemste Skagastølstind*, first ascended by Hr. Carl Hall in 1884, is another formidable rocky peak.

*Circuit of the Horúnger (with guide; a horse must be obtained at Farnæs or Gjelle, and provisions brought from Aardal). 1st Day: From Gaard Vetti, by the *Vettismorka-Sæter* and the *Fleskedals-Sætre* (p. 154), to *Skogadalsbøen* (p. 155) in 7-8 hrs., or in $^3/_4$ hr. more to the highest *Guridals-Sæter* (p. 155). 2nd Day: Across the *Keiser Pass* (p. 151) to the *Skagatøls-Sætre* (p. 158), and ascent of the *Dyrhaugstind* (p. 158). 3rd Day: Viâ *Fortun* to *Skjolden*, $4^1/_2$-5 hrs.

i. From Vetti to Tvindehaugen and Eidsbugarden.

8-10 hrs. A grand expedition (guide advisable, $5^1/_2$ kr.). In the reverse direction a saving is effected by rowing across Lake Tyin (with one rower, for 1, 2, 3 persons, 80 ø., 1 kr., 1 kr. 20 ø.). In this case a guide should be taken at least as far as Smaaget.

[More fatiguing than the route described below, and not free from risk, is that through the *Morka-Koldedal*, whence the Koldedøla, forming the Vettisfos, descends. It crosses two frozen lakes and may be impracticable in the height of summer.]

Gaard Vetti and the *Vettisfos*, see above. From Vetti we ascend the *Vettisgalder* towards the N.E., and in $^1/_2$ hr. reach a plateau commanding a view of the **Utladal** to the N., with the *Maradalsfos* on the left. In another $^1/_2$ hr. we reach the top of the hill, where there are a few sickly pines and others overthrown by the wind. To the right rises the *Stølsnaastind*. Just beyond the first fence we descend to the left through scrub to the *Morkedøla* and cross it by a plank. About 100 paces farther, quite to the left, above the abyss into which the river plunges, is a dead tree which affords handhold to those who care to look down into the huge ravine of the *Vettisfos* (see above; $1^1/_4$ hr. from the gaard). We return to the left bank of the Morkedøla, ascend its course, and (20 min.) cross it to the —

Vettismorka-Sæter (2190 ft.). To the W., at the head of the Støls-Maradal, rises the Riingstind with the Riingsbræ; below is the Maradalsfos; to the right, the Maradalsnaasi. The view of the Horúnger increases in grandeur.

From the upper valley of the Morkedøla, on the S. side, rises the **Gjeldedalstind** (7100 ft.; first ascended by Hr. Carl Hall in 1884), and on the N. side the **Stølsnaastind** (6790 ft.; first ascended by Mr. Slingsby in 1875), both of which may be ascended without serious difficulty. Grand views. Guide, *Nils Vetti*, son of Anfind.

Our route now leads through pines and birches and ($^1/_2$ hr.) crosses the *Fleskedals-Elv*. It then ascends through wood to an open space where we enjoy a *view of the Skagastølstinder (p. 158) to the left. We then descend slightly and cross the river again to the ($^1/_2$ hr.) four **Fleskedals-Sætre**, the middle one of which, owned by Anfind Vetti, affords clean quarters (if open: enquire at Vetti). Route to *Skogadalsbøen*, see below.

Striking retrospective view of the Horúnger, and particularly of the Riingsbræ. To the N. we first observe Friken (see below), and afterwards the precipices of the 'Næs' which separates the Fleskedal from the *Uradal*. (The latter, one of the most sequestered valleys in Jotunheim, is little known; at the E. end of it rises the Uranaastind, p. 140; at the W. end it opens into the Utladal, $^1/_2$ hr. S. of Skogadalsbøen, p. 155.)

We now ascend the Fleskedal and ($^3/_4$ hr.) recross the river by a bridge. To the right rise the Stølsnaastinder with a large glacier. Further on we ascend to ($1^1/_2$ hr.) the defile of *Smaaget*, where we have another striking *view of the Horúnger behind us. We pass the *Fleskedalsvand*, ascend to ($^1/_2$ hr.) the 'Band' or watershed, and descend rapidly towards the *Uradalsvand*, with the Uranaastind to the left. Following the painted 'Varder', and passing the mouth of the *Morka-Koldedal* on the right, we cross ($1^1/_2$ hr.) the *Uradøla*, which descends from the Uradalsvand. View of the Koldedalstinder and several glaciers to the right. We now skirt the E. bank of the *Koldedalsvand* and the *Koldedøla*, descend to the *Tyinstrand* on Lake Tyin, and skirt its bank to the left (E.) to the N.E. angle of the lake (about 2 hrs. from the Uradøla bridge). The route divides here. To the left a new road leads across the Eid to (3 Kil.) *Eidsbugarden* (p. 139); to the right a path marked by 'Varder' leads to (1 hr.) *Tvindehaugen* on the E. bank of Lake Tyin (p. 139).

k. From Vetti through the Utladal, Gravdal, and Lejrdal to Røjshjem.

$2^1/_2$ Days: — 1st. From *Gaard Vetti* to the tourist-hut of *Skogadalsbøen* (6-7 hrs.), whence the Skogadalsnaasi may be ascended. — 2nd. From Skogadalsbøen to the refuge-hut of *Slethavn* (8-9 hrs.). — 3rd. To *Røjshjem* (6-7 hrs.).

From Vetti to the *Fleskedals-Sætre*, $2^1/_2$ hrs., see above. Our route ascends *Friken* (4630 ft.), following the 'Varder', descends after $^3/_4$ hr., and then skirts the slope high above the **Utladal,** affording a superb *View of the *Horúnger*, whose sharp peaks tower above a vast expanse of snow: to the left the Skagastølstinder rising above the Midtmaradal, then the Styggedalstind, the E. buttress of the group, descending into the Maradal, with the extensive Maradalsbræ (p. 150). To the S., in the prolongation of the Utladal, we see the Blejan and the Fresviksfjeld (p. 126); to the S.E., the Stølsnaastind; to the E. the sharp pyramid of the Uranaastind; to the N. the mountains of the Skogadal and Utladal.

In $^3/_4$ hr. more we see below us, to the left, the Vormelid Sæters, and in front of us Skogadalsbøen and the Guridals-Sæters (p. 153). The path descends rapidly through fatiguing underwood ('Vir') to ($^3/_4$ hr.) a small birch-wood. In 10 min. more the lonely *Uradal* opens on the right, with an immense mass of 'Ur', fallen from the S. slopes. At the E. end of the Uradal rises the Uranaastind (p. 140). We cross the *Uradøla* by a small bridge ('Klop'). The mountains are now concealed by numerous abrupt 'noses'. We then follow a cattle-track ('Koraak') through sparse birch-wood at the foot of the *Urabjerg*, cross a bridge, and ($^1/_2$ hr.) reach —

Skogadalsbøen (2915 ft.; **Club Hut*), consisting of two sæters, always inhabited in summer (from 24th June till the beginning of September). The cattle come from the Lysterfjord (branch of Sognefjord, p. 130), and have therefore to be driven across the snow-clad Keiser Pass (p. 151).

From Skogadalsbøen we may scale the **Skogadalsnaasi** (6080 ft.; 3-4 hrs., there and back), without a guide, by ascending the valley to the ($^1/_2$ hr.) *Lusahouge* (see below) and then climbing to the right. The direct ascent from the sæters is very steep. Grand mountain-view.

From Skogadalsbøen we may also ascend the *Uranaastind* (p. 140). — The ascent of the **Gjertvastind** (7710 ft.), one of the Styggedalstinder, the E. peaks of the Horúnger, takes 8-10 hrs. from Skogadalsbøen, there and back. We cross the Utla-Bridge (2790 ft.), turn to the S., and cross the *Gjertvas-Elv*, which descends from the Keiser (p. 151), on the S. bank of which is the deserted *Gjertvasbøen* sæter (2950 ft.). The ascent of the *Gjertvasnaasi* now begins. In 1-$1^1/_2$ hr. we reach the first plateau (4265 ft.), and in 3 hrs. more the *Gjertvastop* (4685 ft.). About 500 ft. higher we reach the base of the peak, then ascend a slope of snow, and partly over rock, and lastly by a broad crest to the summit. Seen from here, the Store Styggedalstind (p. 159) seems inaccessible.

We continue our journey through the Utladal. Horses may be obtained at Skogadalsbøen to carry us to a point beyond Muradn (1 kr.; but no saddles). We pass a bridge, crossed by the path to the Keiser (p. 151), follow the E. bank of the Utla, pass the debris of the *Lusahouge*, and ($^3/_4$ hr.) reach the confluence of the *Store* and *Vetle Utla*. The latter descends on the left from the *Vetle* ('little') *Utladal*, and forms several falls over the rocky barrier of the *Tunghoug*. The Store Utla, along which the steep path ascends, has forced its passage through the rocks and dashes through its channel far below. On the left rises the *Hillerhøi* (5260 ft.). Fine view behind us of the Styggedalstinder with the huge Gjertvasbræ. Grand scenery.

Through the Vetle Utladal a little-frequented path leads between the Fanaraak on the left and the Smørstabbræ on the right to the important mountain-route across the Dølefjeld to Fortun (pp. 147-149).

We next reach a higher region of the Store Utladal and ($1^1/_2$ hr. from Skogadalsbøen) the **Muradn** or **Muran Sæter** (3325 ft.; tolerable quarters, if open), on the opposite (right) bank of the river. Grand view of the Styggedalstinder to the W., the Kirke to the N.E., and the Raudalstind to the E. Walkers must call to the people at the sæter for a horse, unless they prefer wading through the icy stream, which, however, at an early hour is usually shallow. (The route through the Raudal to the Gjendebod follows the left bank of the Utla, see p. 142.)

We now follow the N. bank of the Utla. On the S. side we observe the Skogadalsnaasi, the second Melkedalstind; then a large waterfall descending from the Raudalsmund, adjoining which on the N. rise the Raudalstinder. Nearly opposite the Raudal is the stone hut of *Stor Halleren*, used by reindeer-stalkers. In ascending we look back at intervals to see the impressive view of the Horúnger. The valley now takes the name of **Gravdal.** We next have to wade (best near the Utla) through the *Sand-Elv*, descending on the left from the Sjortningsbræ, an offshoot of the Smørstabbræ, above which towers the curiously shaped Storebjørn (p. 148).

The path ascends and the flora becomes Alpine. We at length come to the stone refuge-hut on the **Leirvand** (4930 ft.), 5-6 hrs. from Skogadalsbøen, where the routes from the Gravdal, from the Leirdal, from the Visdal, and from the Høgvagel (p. 144) converge. To the E. towers the curiously shaped *Kirke* (7070 ft.; difficult to ascend); to the N.E. the *Tværbottenhorn* (about 6890 ft.).

The route through the **Visdal** goes round the N. side of the Leirvand and ascends through the *Kirkeglup*, between the Kirke on the right and the Tværbottenhorn on the left, to the *Kirketjærne*, a series of tarns. Passing these it then descends to the E. into the *Upper Visdal.* On the right the Uladalstinder with a great glacier. The route, which cannot be mistaken, unites at Uladalsmynnet with that coming from Lake Gjende (p. 144).

Descending the **Leirdal,** we skirt the imposing *Ymesfjeld* (p. 147) on the right, but the curious-looking *Skarstind* (7885 ft.) is the only one of its peaks visible. To the left are the grand glacier-tongues of the Smørstabbræ and several of the Smørstabtinder. To the N. of the Storebræ rises the *Storebrætind* (7306 ft.). In 2 hrs. from the Leirvand we reach the sæter of —

Slethavn (owned by *Amund Elvesæter;* good quarters). To the W. tower the *Stetind* and the *Skagsnæb* (6560 ft.), both of which may be ascended with good guides (each 10-11 hrs., there and back).

To the left, farther on, appears *Loftet* (7315 ft.), with its glaciers. In 2 hrs. more we pass the prettily situated *Ytterdals-Sætre* (3085 ft.; quarters), near the lofty fall of the *Duma.* We cross the Leira by a bridge and descend by the route already described (p. 148) to (4-5 hrs.) *Røjshjem* (p. 146).

1. From Skjolden on the Sognefjord to Fortun and the Horunger.

Road from Skjolden to *Fortun* (6 Kil.). Bridle Path thence to the *Turtegrø Sæters* (3 hrs.). Those who visit the *Klypenaasi* only may regain Fortun within 6 hrs.; but, if possible, the *Skagastølsbotn* should also be visited and the *Dyrhaugstind* ascended, in which case we spend a night at the Turtegrø Sæters.

Good Guides for the Horúnger region: *Thorgeir Sulheim* of Eide (the best), *K. Furaas* of Fortundal, *Halvar Halvarsen* of Skjolden, *Ola Berge* of Turtegrø, *Ole Øiene* of Fortun, and *Iver Øiene* of Turtegrø (the two last, younger men, well spoken of).

Skjolden (p. 132), a steamboat-station at the head of the *Lysterfjord*, an arm of the Sognefjord, lies near the mouth of the pretty **Fortundal*, with its fertile floor and wooded slopes.

The skyds-station (fast; tariff III) lies on the S. bank of the Fortun-Elv, near the steamboat-pier, at the gaard of **Eide** (*Inn, about 4 kr. per day; the landlord *Thorgeir Sulheim* is thoroughly acquainted with the Horúnger region). The road crosses the *Eid*, an old moraine, and reaches the milk-coloured *Eidsvand*, a picturesque lake, on the N. side of which rises the huge precipice of the *Jersingnaási* (3088 ft.). To the N.E. we see the Fanaraak (p. 149). We skirt the S. bank of the lake and then ascend the left bank of the Fortun-Elv, passing the *Lingsfos* on the right. The road skirts the overhanging rocks of the *Smalaberg*. On the right is the *Kvæfos*. Also on the right, high above us, is Gaard Fuglesteg (p. 152).

6 Kil. **Fortun** *i Lyster* (150 ft.; **Inn* kept by *Øiene*, the guide and Landhandler, moderate; fast station, tariff II; horse across the fjeld, 16 kr., see p. 147), a group of gaards with a new church.

Walk up the **Fortundal**, with a fine view of the Jersingnaasi (see above) on the left, to the (1/4 hr.) **Skagagjel*, a gorge from which the *Ovabergs-Elv* rushes down to the Fortundal. Crossing both bridges, and ascending a rough path to the right, we reach a height immediately above the fall, in which a fine rainbow is formed by the morning sun. — We may then go on, in 5 min. more, to a bridge over the Fortundals-Elv and (without crossing it) to a small rocky *Hill by the *Havshølfos* (where a ladder descends to the salmon-fishing apparatus), and thus obtain a view of the beautiful valley in both directions, and of the upper part of the Lingsfos to the S.

The Upper Fortundal is about 30 Kil. long. Flanked by *Tufsen* and the *Dølefjeld* on left and right, and then by the *Svajdalsbræ* and *Stenegbræ* on the left and the *Liabræ* (6100 ft.) and the *Midtdalsløifti* on the right, it extends to the *Il-Vand* (4305 ft.), at the E. base of the huge *Tundredalskirke* (6590 ft.). The last sæter, that of *Nørstedal*, from which an excursion may be made to the Ilvand, lies about 20 Kil. above Fortun.

A good bridle-path, turning to the right 5 min. beyond the church, ascends the steep *Fortungalder* in windings to (1 hr.) *Berge* (1085 ft.), a gaard which has given the name of *Bergsdalen* to the corn and fruit growing valley that here opens to the E. We cross the *Ovabergs-Elv*, skirt the gaard of *Søvde*, and ascend on the N. side of the valley. Beyond the gaard of *Optun* (1350 ft.), with the *Optunsfos*, begins another steep ascent, at the top of which the Horúnger become conspicuous. The stream forms several falls; one of the finest is the *Dokkafos* near the sæter of *Dokka*. Further on, the path to the left leads to the Klypenaasi, 3-3 1/2 hrs. from Fortun.

The ***Klypenaasi** (3757 ft.), a point of view which has come into notice of late years, affords the best general survey of the wild mountain-group of the **Horúnger,** with their sheer precipices and jagged peaks, whence many glaciers descend to the fertile and smiling valley below. The highest peaks from W. to E. are the *Austabottind* (7224 ft.), the *Soleitind* (6824 ft.), the *Riingstinder* (6910 ft., 6555 ft., 6621 ft., 6650 ft.), the *Dyrhaugstinder* (7031 ft., 6810 ft.), the *Store Skagastølstind* (7875 ft.), and the *Styggedalstinder* (7804 ft., 7700 ft.).

A closer view of these mountains is afforded by the Riinggadn Sæters and the Skagastøle, on the S. side of the valley. They are reached by a path diverging to the right, beyond the point where the Klypenaasi path diverges, and crossing the river by a bridge near the *Simogalfos.* To reach the *Riinggadn Sætre* we ascend directly to the right in 20 min., or ascend the stream for 6 min. and then follow the sæter-path to the right (20 min.). The lowest of the five sæters is the best. — The way to the *Skagastøle* turns to the left 6 min. beyond the bridge, crosses the Riings-Elv by another bridge, ad in 40 min. (about 3 hrs. from Fortun) reaches the two sæters, of which the upper one is the better. To the E., on the opposite side of the Skagastølsdal, is the *Meinsæter* (3025 ft.; praised).

On the side next the Riinggadn opens the ***Riingsbotn,** or *Riiensbøtn,* a huge basin containing a large glacier, behind which towers the *Riingstind.* On the E. is the *Dyrhaugsfjeld,* on the W. the *Løvnaasi* or *Nonhaugen,* prolonged towards the S. by the *Soleitinder* and the *Austabottinder.* We get a good survey of the Riingsbotn by ascending the Riings-Elv for 3/4-1 hr. beyond Riinggadn. A walk of 1½ hr. more brings us to the glacier.

The grand and wild ****Skagastølsbotn** lies between the Dyrhaugsfjeld on the W. and the *Kolnaasi* (5414 ft.) on the E. Its floor is covered by the *Skagastølsbræ* (4430 ft.), which projects its icy foot into a weird lake, where the formation and birth of icebergs may be studied most profitably. According to Mr. Slingsby, there is perhaps no wilder or more interesting mountain scene in Norway than this 'botn' (or cirque) which is headed by Norway's finest mountain Skagastølstind (7875 ft.). A hut for the use of climbers has been erected on rocks at the top of the 'skar' or col which heads the botn.

On the N. bank of the river the main route next leads past the sæter of *Gjessingen* to the (about 3 hrs. from Fortun) two **Turtegrø-Sætre** (2790 ft.; both fitted up as tourist-stations, D. 1 kr. 30, R. 70, S. 70 ø.), the best headquarters for mountaineering in the Horúnger region.

Besides the Riingsbotn and the Skagastølsbotn, we may also visit the ***Styggedalsbotn,** the easternmost in the Horúnger group, with the magnificent *Styggedalsbræ,* bounded on the W. by the Kolnaasi, on the E. by the Simlenaasi, and on the S. by the Styggedalstinder.

One of the finest easier ascents from Turtegrø is that of the N. **Dyrhaugstind** (6810 ft.), the nearest of several peaks of the Dyrhaugsfjeld (with guide, about 4 kr.). We ascend rapidly past the Skagastøle to the top of the Dyrhaug, and follow its crest, partly over 'Ur', to the summit. The View embraces towards the E. the Skagastølstinder and to the right of them the wild Maradalstinder; to the W. the Soleitinder, Austabottinder, and Riingstinder; due S. the other Dyrhaugstinder. Lower down, on the left, lies the Skagastølsbræ, on the right the Riingsbræ. Between the Skagastølstinder and the Dyrhaugstinder we see the snow-mountains

on Lakes Bygdin and Tyin; to the N. the Fanaraak and the Smørstabtinder; to the W. the vast Jostedalsbræ as far as the Lodalskaupe (p. 134).
Comparatively easy ascents are also that of the *Northern Skagastølstind* (about 7000 ft.; Keilhau and Boeck, 1820); the *Soleitind* (6824 ft.), the N.W. peak of the Horúnger, and the *Fanaraak* (p. 149).

Suitable for experts only, with able guides, are the *Store Riingstind* (6910 ft.; first ascended by Hr. C. Hall in 1890; the lower Riingstinder being 6650 ft. and 6621 ft.); the *Mellemste Skagastølstind* (7565 ft.; Hall, 1884); the *Store Styggedalstind* (7804 ft.; Hall, 1883); the *Store Austabottind* (7224 ft.; Hall, 1883): all requiring 12-16 hrs.

Difficult Ascents: the *Store Skagastølstind* (7875 ft.; Slingsby, 1876); the *Vesle Skagastølstind* (7710 ft.; Hall, 1885); the *Centraltind* (7756 ft.; Hall, 1885); and the N. *Maradalstinder* (about 7200 ft.; Hall, 1887). These ascents will be facilitated by the hut on the 'Skar' above the Skagastølsbotn, which is to be erected in 1892 (about 4 hrs. from Turtegrø).

An interesting Glacier Walk of 12-14 hrs., which the hut just mentioned will also shorten, is the passage of the *Skagastølstindskar* or *Midtmaradalsskar* (5758 ft.), between the Skagastølstind and the Dyrhaugstinder, over the Midtmaradalsbræ to the *Midtmaradal* and the *Utladal* (p. 155), and down the latter to *Vetti* (p. 153).

Near Turtegrø the mountain-route to Røjshjem over the *Dølefjeld* past *Oscarshoug* (p. 149) diverges. — Our route ascends the valley for 25-30 min. more, and crosses the rocky barrier ('Bælte') through which the river has forced its way, to the *Helgedals-Sæter* (3088 ft.), and goes on thence to the *Keiser Pass* (see p. 151).

23. From Bergen by Sea to Aalesund and Molde.

42 S.M. (168 Engl. M.) to *Aalesund*, 51 S.M. (204 Engl. M.) to *Molde*. These are the distances as officially reckoned, but they are greatly increased by the sinuosities of bays and straits through which the steamers thread their course. The distances given in this route in Norwegian nautical or sea-miles are those from station to station.

Steamers (Com. 75, 76, 201, 203, 205, etc.) almost daily to *Aalesund* in 15-18 hrs. (fares 16 kr. 80, 10 kr. 50 ø.), to *Molde* in 20-24 hrs. (fares 20 kr. 40 ø., 12 kr. 75 ø.). Some of the steamers touch at *Aalesund* only, going thence direct to Molde or to Trondhjem; others call also at *Florø* and *Moldø*; and others again at a number of minor intermediate stations.

Bergen, p. 108. Voyage to the mouth of the Sognefjord, p. 121.

To the N. of the Sognefjord the steamer skirts the district of *Søndfjord*, which with that of Nordfjord (p. 167) formed the ancient *Firdafylke*. We steer past the E. side of the *Sulen-Øer*, past the *Aafjord*, and then the *Dalsfjord* (p. 162). To the W. lie the *Værø* and the lofty island of *Alden* (1550 ft.), known as the '*Norske Hest*', which pastures upwards of 1000 sheep. The vessel next usually passes to the W. of the high *Atleø* (2283 ft.), and steers across the *Stangfjord*, passing the promontory of *Stavnæs* and the *Stavfjord*, the entrance to the Førdefjord (p. 163).

20 S.M. **Florø** *(Hilmer's Hotel)* is a station of some importance, being touched at by most of the steamers. The little town is the commercial centre of the *Nordals*, *Eike*, and *Hødals* fjords. On a solitary rock to the W. is the *Stabbensfyr* lighthouse.

A local steamer usually plies once weekly from Florø up the small *Eikefjord* to the station of that name, whence we may ascend towards the N. to the great glacier-region of the *Kjeipen* (4460 ft.) recently explored by Mr. Wm. C. Slingsby.

The steamer plying from Bergen to the Nordfjord also steers from Florø to Moldø by a route similar to that described below, but calls at more stations. It enters the *Gulenfjord*, which opens to the E. of Bremanger, and calls at *Kjelkenæs*. From Kjelkenæs we may row to *Rise* (quarters) and walk thence by a wild path to the N.W. of the Kjeipen (see above) to the Aalfotenfjord (p. 168).

We steer to the N. To the left lie the islands of *Skorpø* and *Aralden*; then the *Frøj-Ø*, on which lies *Kalvaag* or *Kallevaag*, a station of the Nordfjord steamers (p. 167). To the N.E. we enter the *Frøjfjord*, as the strait between the mainland and the large island of *Bremanger* is called. On the latter is *Berdle* or *Berle*, another station of the Nordfjord steamers. At the N.E. angle of Bremanger towers the huge **Hornelen** (2940 ft.), with its almost sheer, and apparently overhanging cliff, visited in 1000 by King Olaf Tryggvason. The *Skatestrøm*, a strait to the N. of Hornelen, between Bremanger and the Rugsundø, is noted for the rapidity of the tide ebbing and flowing through it. The steamer crosses the mouth of the *Nordfjord* and (3 hrs. from Florø) reaches —

7 S.M. **Moldø** *(Inn of H. Friis)*, a small island between the mainland and the hilly *Vaagsø*.

We next steer N. through the *Ulvesund*, a strait between the Vaagsø and the mainland, and then across the bay of *Sildegabet* ('herring's mouth') and past the islands *Barmø* and *Seljeø*. On the latter are the ruins of a Benedictine monastery and of the shrine of the Irish *St. Sunniva*, the tutelary saint of Bergen.

The peninsula of **Stadtland**, round which we next steer, is a hilly plateau 28 Kil. long and 4-13 Kil. broad, stretching far into the sea like the back of a huge right hand with a long wrist. The highest point is the *Skrætna*, rising above *Drage*, at the end of the 'wrist'. More conspicuous, however, is the *Kjærring* (1683 ft.), near the tip of the middle finger. The N. promontory is called *Staalet*. On the N.E. side rises the *Revikhorn* (1410 ft.). Stadtlandet is noted for the storms to which it is exposed. Even in summer the sea here is often very rough.

On the Stadtland, opposite the Seljeø, is the steamboat-station of *Selje* (Com. 252 D), near the church and parsonage of *Hove*, whence we may row up the little *Moldefjord* in 1 hr. to the gaard *Eide*. A rather steep bridle-path leads thence in 3/4 hr. (pay for 7 Kil.) over the *Mandseid* (about 500 ft.) to *Enerhaug* on the *Kjødepollen*. Then by boat in 1 hr. to (4 Kil.) —

Aahjem (good quarters at *Ravn's*, the Landhandler), situated near the church and parsonage of *Vanelven* at the S.W. end of the *Vanelvsfjord*. Steamboat to Aalesund, by Volden, once weekly (Com. 260; p. 181). Carriage-road to Bryggen on the Nordfjord, see p. 167.

From Aahjem to Volden (p. 182), 2 days (guide and provisions necessary). We ascend the road in the *Almklovdal* for about 8 Kil. (3 Kil. short of the gaard *Almklov*), diverge to the left, and ascend past the little lake *Storlivatn*. Fine view of the Søvdefjord from the top of the hill. We then descend past the *Kilebrekvand* to (2 hrs.) *Øvre-Berg*, the highest gaard in the Saurdal (820 ft.). Then down a steep road to (3/4 hr.) *Nedre-Berg* and the *Saurdalsgaarde* on the *Saurdalsvatn*, where a vehicle may be obtained. We drive in 1/2 hr. to —

Vik and the church of *Søvde* on the **Søvdefjord**, the E. bank of which is very abrupt and picturesque, while on the more level W. bank lie *Eidsaa* (Com. 260) and several other gaards. From Vik we drive up the *Norddal*, past the waterfall of *Sarpen*, to *Tverberg*, the highest gaard in the valley. Then a walk, with guide, past several small lakes, up a steep hill, and down, with splendid view, to (3 hrs.) —

Indselsæter on the *Dalsfjord* (good quarters). Opposite lies Dale (p. 168). From Indselsæter by water to Volden about 14 Kil.

The bay to the N.E. of Stadtland is called *Vanelvsgabet*, adjoining which on the S.E. is the Vanelvsfjord (p. 182). The steamer passes the *Sandø*, in which is the *Dolstenshul*, a cavern about 200 ft. above the sea-level, and the large islands *Gurskø* and *Hareidland*, and sometimes calls at *Herøen*, to the N. of the Gurskø, at *Volden* (p. 182), and at *Ørstenvik* (p. 181). In 6-9 hrs. from Moldø we reach —

15 S.M. **Aalesund,** see p. 181.

Farther on we pass the *Lepsø*, with the *Rønstadhul*, on the left. Our course is now within the islands ('indenskjærs'). To Molde the large steamers take 4 hrs., the local steamers much longer, as they touch at many intermediate stations.

9 S.M. **Molde**, see p. 182. — Thence to Christiansund and Trondhjem, see p. 191.

24. From Vadheim on the Sognefjord overland to Aalesund and Molde.

This route is far preferable to the sea-voyage described in R. 23, as it carries the traveller through some of the grandest scenery in Norway, which is chiefly to be sought for in the upper ramifications of the fjords. The route traverses the districts of the *Søndfjord*, the *Nordfjord*, and *Søndmøre*, where the fjord and fjeld scenery, in the two last more particularly, is strikingly beautiful. The first part of the route, as far as *Førde*, is the least interesting; the Søndfjord steamer (Com. 252, D, E, F) may be taken thither, but offers no advantage except a slight saving of time. The finest points are the E. recesses and valleys of the Nordfjord, the *Loendal* and the *Oldendal* (pp. 170, 171), the *Geirangerfjord* (p. 175), and the *Jørundfjord* (p. 180).

The Travelling Plan must partly depend on the steamboat-arrangements, which should therefore be carefully studied in the time-tables. The journey may be accomplished in 5 days, but only by omitting the Oldendal and the Loendal, two of the finest points. About 8-10 days should if possible be devoted to it: 2 days from Vadheim to the Nordfjord (good quarters at *Sande*, *Førde*, *Nedre Vasenden*, *Skej*, *Egge*, and *Red*); 3-4 days on the Nordfjord (good quarters at *Utviken*, *Faleide*, *Visnæs*, *Loen*, and *Oldøren*); 2-3 days for the rest of the journey (good quarters at *Grodaas*, *Marok*, *Sjøholt*, and *Vestnæs*, or, if we go from Hellesylt to the Jørundfjord and Aalesund, at *Fibelstadhaugen*, *Øje*, and *Ørstenvik*.

a. From the Sognefjord to the Nordfjord.

Road (about 120 Kil.). Stations partly slow (tariff I), partly fast (tariff II). From Nedre Vasenden onwards, tariff III. Even for the slow stations 'Forbud' (p. xviii) is hardly necessary (see below). On the Jølstervand the steamer will probably be preferred. If the Bredheimsvand (p. 165) be taken on the way, it is traversed by 'boat-skyds'.

Vadheim (p. 122; by steamer from Bergen in 8-10 hrs., from Lærdalsøren in $10^1/_2$-18 hrs.) is a slow skyds-station, but conveyances usually await the arrival of the steamer (tariff I, with the addition for 'Tilsigelse').

The road gradually ascends the *Vadheimsdal*, the westernmost of the two valleys which open here, enclosed by rocks 1500-2000 ft. in height. The first gaard is *Ytre Dalen*, on the left, somewhat exposed to avalanches. In winter the sun is visible here for a very short time only. The road crosses the river and ascends between the *Dregebønip* on the right and the *Fagersletnip* (2995 ft.) on the left. On a rocky height to the left lie the gaards of *Dregebø*, beyond which the road recrosses the river. It then skirts the *Lower Yxlandsvand*, and again crosses the river before reaching the dark *Upper Yxlandsvand* (430 ft.) The watershed is crossed near the gaards of *Aareberge* (535 ft.), lying in a basin to the right, on a small lake. To the N. rises the imposing Kvamshest (see below). Passing the gaard of *Lofald* on the right, we cross the *Gula* or *Holmedals-Elv*, and reach —

15 Kil. **Sande** (**Sivertsen's Hotel*, D. 2 kr.; landlord speaks English), a slow station, prettily situated in the *Indre Holmedal*, with a church and several gaards. To the S. rises the Dregebønip (see above), then the *Høgehøi* (2850 ft.), to the right the *Stensætfjeld* (2470 ft.), and to the N.W. the lofty *Kvandalsfjeld* (3325 ft.).

From Sande a good road leads W., down the left bank of the Holmedals-Elv, to (14 Kil.) the slow station of ***Eidevik***, near ***Sveen*** (good quarters) on the **Dalsfjord**, at which a steamer calls twice weekly ($12^1/_2$-16 hrs. from Bergen). The finest point on the Dalsfjord is ***Dale***, on the S. bank, where the ***Dalshest*** (2333 ft.), the dome-shaped ***Kringlen*** (2435 ft.), and other mountains present a grand picture. — From Sveen to Langeland (p. 163) 11 Kil.

From Sande a road leads E., up the valley of the Holmedals-Elv, to (7 Kil.) the slow station of ***Horsevik*** on the pretty **Viksvand** (525 ft.), which is worthy of a visit. On an island near the N. bank is the church of ***Hæstad***. From Horsevik to ***Vik***, at the N.E. end of the lake, 14 Kil. (by boat). Near Vik we pass the mouth of the Eldal (p. 124) on the right. — From Vik a road leads through the ***Haukedal*** to (7 Kil.) ***Mostadhaugen*** on the Haukedalsvand, whence we row to Rørvik (p. 164).

The traveller should secure a vehicle at Sande to take him to Førde, as he would otherwise be kept waiting a long time at Langeland, unless he has sent 'Forbud'. Travellers in the opposite direction are generally allowed by the station-master at Førde to go on to Sande without changing horses.

Beyond Sande we pass the church on the left, and ascend rapidly to the right to the gaard of *Tunvald* at the base of the *Tunvaldfjeld*. Fine retrospect. The hilly road then leads past the *Lundsgrøn* on the right to a height overlooking the mountains of the Dalsfjord (in Søndfjord); in the distance the *Løkelandshest* (2625 ft.); nearer the *Kvamshest* or *Store Hest* (4065 ft.), which, farther on, resembles a huge horse's head; and the wooded basin of *Lundebygd* at our feet. We next reach the gaards of *Skilbred*, on the peaty *Skilbredsvand*, whence we have an unimpeded view of the Kvamshest and the *Lillehest* (2985 ft.) to the N.E. of it, with snow between. In clear weather these mountains are reflected in the lake. We then pass several pleasant gaards.

11 Kil. (pay for 14 in this direction) *Langeland* (slow station; poor) lies high above the S. end of the *Langelandsvand*, $2^1/_2$ Kil. long, the hilly W. bank of which our road skirts, after the road to Sveen (p. 162) has diverged to the left. Our road passes the sæters of *Espeland* and *Hafstad*, at the N. end of the lake, and reaches its highest point (about 1150 ft.), commanding the valley of Førde and the mountains at the head of the *Angedal* (to the N.). Of the Førdefjord a little triangle only is seen. The road descends, at places ascending again, past the sæters of *Præstegaard* and *Halbrand*, and skirting the *Solheimsheia* (1265 ft.). Further on, with a fine view of the *Halbrandsfos* on the right, it descends rapidly.

On arriving in the valley below, our route joins a road which leads to the left to the *Førdefjord*, of which the upper bay only is visible. We turn to the right and ascend the course of the broad *Jølsterelv* to (about 1 Kil.) —

11 Kil. (pay in the opposite direction for 14) **Hafstads-Hotel.* A few minutes later a long bridge on the left crosses to the right bank of the river. Here, on the right, is **Sivertsen's Hotel* (R., B., S., each 1 kr. 40 *ø*.). Then, on the left, the telegraph-office; and, on a moraine-hill to the right, the church of **Førde.** The broad and smiling valley is enclosed by high hills: on the N. the *Førdenip* (2825 ft.), on the E. the Viefjeld (see below), and on the S.W. the Solheimsheia (see above). Førde is the capital of the district of *Søndfjord.* The horses bred here and on other parts of the Nordfjord are said to belong to the original Norwegian 'fjord race'. The steamboat-pier is about 20 min. walk down the river.

On the **Førdefjord,** into which the Jølsterelv falls about $1^1/_2$ Kil. below the village, a steamer plies three or four times weekly each way (Com. 252, D, E, F): to *Naustdal* on the N. bank in $^3/_4$-1 hr., to Florø (p. 159) in $4^1/_2$-9 hrs., to Bergen in $11^1/_2$-$15^1/_2$ hrs.

To the N.E. (left) branches off the *Angedal*, with the *Sandfjeld* (4100 ft.) and the *Kupefjelde* (4190 ft.) rising in the background. The Nordfjord road, which we follow, ascends the well cultivated valley of the Jølsterelv on its left bank and passes numerous gaards. On the opposite bank rises the *Viefjeld* (2210 ft.). About 6 Kil. from Førde the long *Farsundebro* carries us across the lower end of the *Movatten* (75 ft.), a small lake through which the Jølsterelv flows. The road then skirts the N. bank of this lake, at the foot of the Viefjeld. On the S. bank lie several gaards. At the head of the lake, on the right, is the agricultural school ('Landbrugsskole') of *Mo*, beyond which is seen the fine *Huldrefos.*

Beautiful pine-wood. About 5 Kil. from the Farsundebro a road diverges to the right to Holsen.

The road to Holsen (no skyds) crosses the Jølsterelv and leads a little to the N. of the *Aasenvand* and along the N. bank of the *Holsenvand* (410 ft.). To the church of *Holsen* about 9 Kil. — The road goes on, over the *Rørvikfjeld* and past the *Rørvik Sætre*, to the gaard *Rørvik* on the **Haukedalsvand** (852 ft.), at the N.E. end of which, about 15 Kil. from Holsen, is the church of *Haukedal*. The road ends at the gaard **Grøning** (1090 ft.; quarters), 4-5 Kil. farther up the valley. Thence to Balholm on the Sognefjord, see p. 124. — A grand but rough route, fording several brooks, ascends the *Grøndal*, with a view of the *Grovebræ* on the left and the *Jostedalsbræ* on the right, to the *Søknesandsskar*, and descends to Søknesand (see below).

Beautiful scenery. The green wooded valley is backed by fjelds to the E. and N.E. The rapid stream affords trout-fishing.

19 Kil. **Nedre Vasenden** (*Nielsen's Hotel*, food well spoken of, lies at the W. end of the Jølstervand, out of which the *Jølsterelv* flows in a series of rapids (seen from the bridge close to the station).

The pretty ***Jølstervand** (670 ft.), 22 Kil. long from S.W. to N.E., is traversed several times daily by a small steamer (2 hrs., fare 2 kr.), owned by the innkeeper at Skej. Both banks are studded with gaards, most of them on the 'Solside', or N. side. The lake contains excellent trout. The road on the N. bank skirts the base of the *Jygrafjeld*, passes the gaards of *Sviddal* at the mouth of the little *Bergsdal*, and leads through the fertile *Aalhusbygd*, with the church of *Aalhus* or *Jølster*.

On the S. side of the lake, called 'Nordside' by the natives because facing the N., rise the *Sanddalsfjeld*, the *Klana*, the *Orken*, and the *Sadelegg*. Above these peep at intervals the *Grovebræ* and the Jostedalsbræ. By the gaards of *Myklebostad* are several pretty waterfalls.

To the left, at the E. base of the *Bjørsætfjeld* (3314 ft.), which the road skirts, lies the skyds-station of *Aardal* or *Ordal* (good quarters; 15 Kil. from Nedre Vasenden). Farther on is the church of *Helgheim*.

On the right opens a bay called the *Kjøsnæsfjord* (10 Kil. long), backed by the blue-green *Glacier of Lunde*. To the N. of the Kjøsnæsfjord rises the *Bjørga* (5510 ft.), and to the S. the *Søknesandnipa* (4965 ft.).

At the E. end of the Kjøsnæsfjord lie the gaards of *Søknesand* and *Lunde* (poor quarters at both), whence, with a guide, we may cross to the Grøndal to the S. and go on to Sværen (p. 123), or we may cross the Jostedalsbræ to the S.E. to Fjærland (p. 124).

At the head of the Jølstervand lies —

Skej (**Hotel Skej*, owned by O. Andersen and T. Gabrielsen, D. 1 kr. 80 ø.), and 5 min. to the W. of it is *Føgle* or *Fuglehaug* (**Hotel Stanley*, kept by J. N. Hammer). Skej is not a skyds-station, but conveyances are always to be had.

Two routes lead hence to the Nordfjord: one by the Bredheims-vand to Sandene on the Gloppenfjord (35 Kil.), the other by Egge to Utviken (40 Kil.). Or we may go by Egge to Sandene, or by

Red to Utviken (about 40 Kil. in each case). Both routes are picturesque. The road to Utviken is extremely hilly.

From Skej to Sandene (35 Kil.). Just beyond Skej the road crosses a hill, the watershed between the Jølstervand and the Bredheimsvand, and passes the small *Føglevand* and *Skredevand.* Between these, on the right, is the *Fosheimsfos*, descending from the Bjørga.

At the S. end of the *Bolsætvand*, a little more than 3 Kil. from Skej, the road divides. The branch to the left leads past the W. bank of the Bolsætvand to the Bredheimsvand, that to the right (see below) leads past the E. bank to Egge. Taking the former road, we descend by the *Storelv*, through picturesque, hilly scenery, and cross the stream on this side of and beyond the little *Paulsvand*. On the W. the *Skjorta* ('shirt'; 5663 ft.) is conspicuous. Later, on the right, is the precipice of *Kupenaava*, with its stony debris.

9 Kil. (from Skej; 16 Kil. from Aardal, pay for 19) *Førde i Bredheim* (fast station, poor) lies near the *Førdefjord*, the S. bay of the ***Bredheimsvand,** or *Breumsvand* (207 ft.; 896 ft. deep), a grand and sombre Alpine lake, about 16 Kil. long, enclosed by imposing mountains. The road ends here, by a lofty old moraine. From this point we go on by rowing-boat ('boat-skyds', tariff C). On the left rises the rocky Skjorta, with the *Gamledalsfos;* on the right is the precipice of the *Svenskenipa* (4770 ft.). Beyond the *Myklandsdal* (left) and the *Ordal* (right) the view becomes more open. To the N., in the background, rises the *Dunegg* (3650 ft.). Farther on we skirt the rocks on the right, while the *Skarstenfjeld* rises to the left. Then the *Næsdal*, on the left, with several gaards. Nearing Red, we pass the mouth of the *Vaatedals-Elv*, and see four offshoots of the Jostedalsbræ at the head of the *Bredheimsdal.*

12 Kil. **Red** or *Re* (*Hotel Gordon*, well spoken of; English landlord, Mr. E. J. Reed), a slow station both for boats and horses, lies picturesquely on the E. bank of the Bredhejmsvand, near the church of *Bredheim.* We disembark here.

A road leads from Red up the fertile Bredheimsdal to *Moldestad* (p. 166; about 5 Kil.), on the road to Utviken.

The lower part of the Bredheimsvand is less interesting. We now drive on the E. bank to (6 Kil.) *Vasenden*, the 'end of the water', and cross the 'Eid' or isthmus (256 ft.), through a pretty wooded valley, passing the *Eidsfos*, to (6 Kil.) —

12 Kil. **Sandene,** on the *Gloppenfjord* (p. 168), a station of the Nordfjord steamers (Com. 252, D; to Faleide $3^1/_2$-4 hrs.).

From Skej to Utviken (40 Kil.). To the *Bolsætvand* ($3^1/_4$ Kil.) see above. The road ascends on the E. bank of the small lake and crosses a hill to the *Stardal*, at the head of which appears the huge Jostedalsbræ.

5 Kil. (from Skej, 13 from Aardal) *Klagegg* (741 ft.; fast sta-

tion, but no quarters) lies near the point where a road diverges to the right to Aamot in the Stardal. Travellers usually drive on without stopping here.

From Klagegg about 10 Kil. to **Aamot** (tolerable quarters at *Tolleif Aamot's*), the starting-point of several grand passes across the JOSTEDALSBRÆ (guides here, *Ole Tolleifsen Aamot*, *Elling S. Aamot*, *Peder K. Navnløs*; rope necessary): — (1) Over the *Oldenskar* (6133 ft.) to *Rustøen* on the Oldenvand (p. 170), 6 hrs. (2 to the foot of the Aamot Glacier, 2 to the 'Skar', and a very steep and fatiguing descent of 2 more). — (2) To the *Langedal*, 10 hrs. (3 on the glacier, not difficult), where quarters are to be had at *Nordre Næs*; thence to Solvorn (p. 130). — (3) Over the *Befringskar* to the Bøiumsbræ and Fjærland (14 hrs.; p. 124).

The road to Egge turns to the left into the narrow **Vaatedal**, flanked with high mountains, and descends the valley. On the right rises the *Hægheimsfjeld*, on the left the *Svenskenipa* (p. 165). The road crosses to the right bank. The valley expands. On the right towers the conical *Eggenibba* (5250 ft.), which may be ascended from Egge (6-7 hrs.; bridle-path to the Eggesæter, halfway).

9 Kil. **Egge** *i Vaatedalen* (558 ft.; **Hotel Germania*, R. 1 kr. to 1 kr. 40, D. 2, B. or S. 1 kr. 50 ø.; the landlord, G. Kristensen, speaks English).

We now skirt the E. side of the *Bergemsvand* (470 ft.). On the left rises the *Raadfjeld*, on the right the *Vora*. Beyond the gaards of *Bergem* the road crosses a brook issuing from the Sanddalsvand on the right and divides: to the left it descends to Red (11 Kil. from Egge; p. 165); to the right it ascends to —

Moldestad (about 7 Kil. from Egge), where another road comes up from Red on the left, and whence a road leads to the E. to Fosheim and Myklebostad.

To *Fosheim* 5 Kil., and thence past the *Sanddalsvand* to *Myklebostad* nearly 4 Kil. more. From Fosheim a fine glacier pass leads past the Store Ceciliekrona to Olden (p. 170). From Myklebostad we may ascend the *Snenipa* (6063 ft.).

The road to Utviken now crosses a high hill which separates the Bredhejmsvand from the Indviksfjord, and first ascends and then descends so steeply that driving is out of the question for a great part of the way. Good walkers will therefore probably prefer to walk from Egge to Utviken (or the reverse) and to hire a vehicle for their luggage only. The same remark applies to the route from Red to Utviken. Observe that Moldestad is not a station.

The road ascends between the *Skavlevægge* on the right and the *Fællefjeld* on the left. As we ascend, a view to the right is gradually disclosed of the vast snow-expanses of the *Gjetenyk* (5823 ft.). At the top of the ascent we reach a plateau of moor (2074 ft.), where the road undulates considerably, passing numerous boggy ponds and glacier-blocks. To the S.W. we have a final look ba k at the Skarstenfjeld (p. 165), with its sharply defined outline. On the N. margin of the plateau we at last come in sight of the Indviksfjord far below, commanded on the N. by the Laudalstinder, the Storhorn with its large glacier, and the Hornindals-

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rokken. The descent is rapid at first and afterwards in gradual windings. The *Stor-Elv*, which descends in numerous falls on the right, turns several mills at Utviken.

26 Kil. (from Egge, 19 from Moldestad) *Verlo i* **Utviken** (p. 168), whence a ferry-boat plies to *Faleide* twice daily.

b. The Nordfjord.

Steamboat (Com. 252, D) from Bergen to *Faleide* 3 times a week in 26-29$^1/_2$ hrs. (fares 14 kr. 80, 7 kr. 40 ø.); thence to *Loen* 1-1$^1/_4$ hr., to *Olden* 1 hr. more. These boats are not very comfortable at night as they have no separate cabins.

The Overland Route (p. 161) may be combined with a visit to the Nordfjord as follows: from *Sandene* (p. 165, 168) or from *Utviken* (p. 168) steam direct to *Visnæs*, *Loen* or to *Olden* (pp. 170, 171); excursions in the Loendal and the Oldendal, one day each; continue overland route from Faleide onwards (or from Visnæs up the Strynsdal when the new road is finished; see p. 172).

The *Nordfjord*, running parallel with the Sognefjord, one degree of latitude further N., but scarcely half the length, extends inland to the N.W. slope of the *Jostedalsbræ* (p. 120). In this case also the finest scenery is to be found in the inmost recesses of the fjord, in grandeur and picturesqueness surpassing that of the Sognefjord. Different parts of the fjord have different names. The name 'Nordfjord' formerly applied to the N. part of the Nordre Bergenhus Amt, but is now generally given to the fjord also. — The long sea-voyage from Bergen to the Nordfjord can hardly be recommended. Most travellers combine it with the overland route to or from Molde in the way above indicated.

Steamer from Bergen to *Moldø* (13$^1/_2$-15 hrs.), see p. 159, 160. The steamer then retraces its course and steers E. between *Vemelsvik* and *Gangsø* into the **Nordfjord**. The first station is *Rugsund*, on the S. side, opposite the *Rugsundsø*.

From the next station *Bryggen*, on the N. bank, a new road leads over the *Maurstadeid* (2080 ft.) to Aahjem on the Vanelvsfjord (20 Kil.; p. 160). — We next call at *Haugs* or *Haus* in the *Daviksfjord*, also on the N. bank; at —

Daviken, in a pretty bay of the S. bank, once the residence of the poet Claus Frimann (d. 1829), and at *Domsten* or *Dommesten*.

The fjord now forks into the Isfjord to the S.E. (p. 168) and the **Eidsfjord** to the N.E., where the steamer touches at *Starheim*, *Naustdal* or *Nøstdal*, and —

Nordfjordeid (**P. Boalths Enke's Hotel; Hindnes' Hotel)*, which we reach in 4-7 hrs. from Moldø. — From Nordfjordeid a road ascends the valley to *Nor* or *Nord* (7 Kil.; skyds-tariff II), on the **Hornindalsvand,** the geological continuation of the Eidsfjord, and 184 ft. higher, while its depth extends to 1310 ft. below the sea-level. Its lofty banks are partly wooded. From Nor a steamer (Com. 360) plies three times weekly in 3$^1/_2$-4 hrs. to *Sanden* or *Grodaas* (p. 173).

From Nordfjordeid to Volden (p. 182), 46 Kil., a road (skyds-tariff II) leads E. along the Eidsfjord to a bifurcation, whence the road to the left leads to Naustdal (p. 167), and that to the right to (15 Kil.) the slow station of *Smørdal.* Fine view of the Gjegnalundsbræ (see below) behind us. The road crosses the pass (1640 ft.) and descends rapidly to (11 Kil., pay for 13) the slow station of *Søndre Birkedal*, on the lake of that name, with picturesque rocky environs. Then, past *Kile*, to the (10 Kil.) slow station of *Strømshavn*, on the *Kilefjord*, the S.W. bay of the Voldenfjord, and by boat across the fjord to (10 Kil.) Volden.

From Søndre Birkedal an interesting path ascends the *Laurdal* and crosses the fjeld to the Dalsfjord. On the way we may ascend the *Felden (4293 ft.) for the sake of a grand mountain and glacier view, in which case the whole route takes 8-10 hrs. (with guide). We descend to *Indre Dale*, opposite the Indsel-Sæter (p. 161), on the *Dalsfjord*, an arm of the Voldenfjord. Thence to Volden by boat about 14 Kil.

Returning to the entrance of the Eidsfjord, the steamer rounds the promontory of *Havnnæs* and enters the **Isfjord.** The scenery becomes grander. Beyond the promontory of *Jelsnæs* we look, to the right, into the *Aalfotenfjord*, at the mouth of which is the station *Askevik.* The S. feeders of the Aalfotenfjord descend from the huge mountains around the *Aalfotebræ.* We steer past the gorges of the *Vestre* and *Østre Øksendal*, from which the discharges of the *Gjegnalundsbræ* descend in cascades, and past the *Skjæring* (4075 ft.). The fjord here is called the **Hundviksfjord.** We cross the mouth of the *Hyefjord*, which cuts deep into the S. bank, to the station *Hestnæsøren* (quarters at the post-office).

In the Hyefjord, opposite Hestnæsøren, opens the **Skjærdal**, a grand valley, from which we may ascend without much trouble the *Gjegnalund* (5683 ft.), a splendid point of view. Interesting glacier-walks from the Skjærdal to *Hope*, near the S. end of the Hyefjord, and to Øksendal (see above); guide and rope necessary. The sæters afford tolerable quarters. Deer and fish abound. Bears also occur.

We enter the *Gloppenfjord*, with *Ryg*, on the W. bank, and —

Sandene (*K. G. Sivertsen's Hôtel*, R., B., S., each 1 kr.), charmingly situated at the S.E. end of the fjord ($3^1/_2$-5 hrs. from Nordfjordeid). Beautiful walks and good trout-fishing near. Road from Sandene to the Bredheimsvand, see p. 165.

We return to the main fjord, called *Utfjord.* The hills are prettily wooded. Stations *Rysfjæren*, on the S. bank, and *Rand*, on the N. bank.

Verlo i **Utviken** (**Hotel Britannia*, kept by Landhandler Loen, R. 1, B. 1 kr.), on the S. bank ($2^1/_2$ hrs. from Sandene), is a pretty scattered village with a church. The road from Egge (p. 166; also from Red) ends here. Steam-launch twice daily to Faleide (in 1 hr.; $1^1/_2$ kr.) and Loen ($2^1/_2$ hrs.; 3 kr.).

The fjord, now called **Indviksfjord,** turns sharply to the N. On the left rises the *Sølvbjergfjeld*, with several gaards on its slopes. On the right, in a beautiful bay, lies the steamboat-station *Indviken* (no inn), with its church, at the mouth of the wild *Præstedal*, which is flanked by the *Skarstenfjeld* (5384 ft.) on the N. and the *Størlaugpig* (5544 ft.) on the S. We next steer round the promontory of *Hildehalsen*, where the fjord again turns to the E., to —

Faleide (**Tenden's Hotel*, reputed one of the best inns in Norway; three houses; R. 1 kr. 20, B. & S. each 1 kr. 40 ø., D. 2 kr.; landlord speaks English; several good guides), an admirable centre for excursions, but often crowded in summer.

Excursions. To the N. a steep ascent to the gaard of *Langesæter* (about 280 ft.), on the lake of that name, abounding in fish. To the E., along the shore, to the gaard *Svarvestad*, with old fittings. Row to *Indviken*, and walk thence into the *Præstedal* (see above) or ascend the *Skarstenfjeld* (see above; 4-5 hrs.; notable view). Row in $1^1/_2$ hr. to *Rake* and ascend the *Opheimsfjeld* (see below). Visit the grand glacier-valleys of *Loen*, *Olden* and *Stryn* (noting that the steam-launch above mentioned calls, when desired, at Visnæs and Oldøren). To Visnæs also by skyds on the new road.

At Faleide the fjord is superb. Beyond it towers the castellated *Aarheimsfjeld* (2018 ft.), at the foot of which opens the *Strynsdal*. At the mouth of this valley lies the steamboat-station —

Visnæs (**Hotel Central*, kept by the son of H. Tenden at Faleide, also a skyds-station; **Visnæs Hotel*, both at the pier), on the road about 8 Kil. from Faleide, the starting-point for the Strynsvand (p. 172). In the distance, a little to the right of the Aarheimsfjeld, are the *Skaala* (6360 ft.; 'bowl'), with its glacier-basin, and the Sandenib (p. 171); nearer rises the Auflemsfjeld (see below), which separates the Loendal from the Oldendal. To the right, behind the Auflemsfjeld, appears later the Melheimsnib (p. 171). To the S. we look up the Oldendal, with the Store Ceciliekrona (p. 170) on the W. and the Ravnefjeldsbræ on the E. On the N. bank rises the *Opheimsfjeld*, a splendid point of view (ascent from the gaard *Rake*, 2 hrs.). We next call (1-$1^1/_4$ hr. from Faleide) at —

Loen (**Hotel Alexandra*, kept by A. M. Loen, D. 2 kr.; *B. Kvamme's Hotel*), with a small church, at the mouth of the Loendal (p. 171), bounded on the N. by the *Lafjeld* and on the S. by the *Auflemsfjeld* (5090 ft.). This is a capital centre for excursions.

Lastly, returning a little, we steer S. into the bay of Olden. To the S. towers the Store Ceciliekrona (p. 170).

Olden or *Oldøren* (**Yri's Hotel*, moderate), reached in 1 hr. from Loen, lies at the mouth of the beautiful *Oldendal*, and is another good centre for excursions. *Lars Janssen* here is one of the best guides in Norway; *Lars Oldøren* and *Halstein Muri* are also commended.

Excursions to the Oldendal, Loendal, and Strynsdal.

The three valleys *Oldendal*, *Loendal*, and *Strynsdal*, to the S.E. and E. of the Indviksfjord, extend into the heart of the Norwegian Fjeld, and to the Jostedalsbræ (p. 167). Each of these valleys is occupied by a lake, 11-16 Kil. long, formed by an ancient moraine (*Eid*), which separates it from the fjord. All three lakes, but especially those in the Oldendal and Loendal, are enclosed by huge precipices rising to 5000 ft., over which tower peaks to a height of 1000-1500 ft. more. From these descend glaciers on every side. From fissures in the rocks issue many glacier-streams, giving a milky tint to the green waters below.

The three excursions are similar. On the whole the *Loendal* repays best. For a glance at this and the *Oldendal* two days suffice. Those who intend going up the *Strynsdal* to Grjotlid (p. 63) may omit the Oldendal. — Guides necessary for the glaciers only, where provisions are also advisable.

1. *Excursion to the Oldendal (there and back, 10-12 hrs.).

Olden, see p. 169. The road to Eide (4 Kil., a pleasant walk of 50 min., driving not recommended) crosses (20 min.) the milky stream, which here forms the *Løkenfos*, and leads past the W. side of the pretty *Floenvand* to —

Eide, at the N. end of the ***Oldenvand** (120 ft.), a lake stretching towards the S., 11 Kil. long and barely 1 Kil. broad, enclosed by precipitous rocks. A rowing-boat (tariff C) to the head of the lake and back, with two rowers, costs about 5 kr. (two usually suffice).

On the left, soon after starting, we see the gaard of *Sandnæs*, and on the right an ancient moraine with the gaard of *Bennæs*, above which rises the *Bennæs-Klaaven*. Waterfalls on every side. To the right rise the huge precipices of the *Store Ceciliekrona* (5825 ft.; ascent fairly easy, guide 6 kr.). To the left, by the side of torrents, lie the gaards of *Haahjem*, *Strand*, and *Gjerde*. To the S. the lake appears walled in by the *Synsnib*, but nearing Sunde, we see through an opening to the right the *Grytereidsnib* (5615 ft.) and the *Yrinib* with two glaciers. — The strait of **Sunde* has been formed by the deposits of two streams descending on the left from the *Sundebræ*, between the *Gjerdeaksele* (6420 ft.) and the *Neslenib* (4860 ft.). On the same bank are the gaards of *Sunde*. A strong current flows through this narrow strait. On rounding the sombre steeps of the Synsnib, we obtain a magnificent **View of the S. half of the lake, which here expands a little. The Mælkevoldsbræ, a huge and imposing glacier, seems to descend to the head of the lake. To the right towers the Yrinib, with its waterfalls, and at its base lie the gaards of *Bak-Yri* and *Indre-Yri*. At the end of the lake is the *Rustøfjeld*, with its conspicuous waterfall. On the left is the precipice of the *Kvamfjeld*, with several other cascades. After a row of 2 hrs. we land at—

Rustøen (good quarters at *Jens Rustøen's*, who acts as guide; carriole to the Brigsdal, about 5 Kil., tariff III). A good road leads across swampy alluvial lands and the debris of an ancient landslip to ($^1/_2$ hr.) *Mælkevold* (whence a pass crosses to Aamot, p. 166). To the left, on the opposite bank of the stream, are the *Augsburgnib* and the gaards of *Aabrekke*, and above these the great glacier of that name, which however is not seen to advantage from this point. At the head of the valley is the beautiful *Mælkevoldsbræ*, imbedded between the *Kattenak* and the *Middagsnib*. To the right of the glacier is the pretty twin fall of the *Vaalefos*. The road trends to the left, crosses the stream, and ascends the *Brigsdal* or *Briksdal* to ($1^1/_4$ hr. from Rustøen) —

Gaard Brigsdal (490 ft.; refreshments, dear).

A footpath on the right bank of the *Brigsdals-Elv*, at first easy, then so steep that climbing is necessary at places, ascends to the ($^1/_2$ hr.) *Waterfall* of that stream. We then ascend over ice-worn rocks to a higher zone of the valley, where we obtain a striking view of the ***Brigsdalsbræ,** the blue ice-waves of which tower above birch and alder woods. Our route leads through the wood to (20 min.) the foot of the impassable glacier (1000 ft.), an offshoot of the Jostedalsbræ, containing superb ice-caverns. Another glacier, from which waterfalls and occasionally blocks of ice descend, is seen high up to the S.

Good climbers, with an able guide, may ascend past the *Brigsdalsbræ* to a height of 5500 ft., pass round a rocky height to the *Mælkevoldsbræ* to the S., and climb down along its E. side to the gaard *Brigsdal.*

2. **Excursion to the Loendal (8 hrs., there and back).

Loen, see p. 169. The road (driving not pleasant) ascends the Loendal on the right bank of the torrent. We follow the main road, which trends to the right. The landscape, with its trees, shrubs, and green meadows, looks like a park. Above it tower great mountains, partly snow-clad. The road crosses the stream coming down from the *Fosdal* on the left. The Loendals-Elv forms the *Haugfos*, a fall of horse-shoe shape. In 40 min. from Loen we reach —

Vasenden, at the N. end of the ***Loenvand,** an Alpine lake in the grandest style, 12 Kil. long. (Steam-launch twice daily to Næsdal and back; rowing-boat there and back $5^1/_2$ kr., with two rowers; a third seldom required.) Soon after starting we are in full view of the whole lake. On the left, above the gaard of *Sande*, rises the *Sandenib* (5425 ft.), on the right are the *Auflemsfjeld* and the *Melheimsnib* (5425 ft.). From all the mountains, especially from the *Ravnefjeld* (6575 ft.) on the right, descend large glaciers, all, however, ending high above the lake. At the *Brengsnæs-Sæter*, on the left, a waterfall descends from the *Skaalebræ.* On the W. side of the lake is the huge *Hellesæterbræ*, terminating abruptly at a height of about 3900 ft., from which ice-avalanches fall almost continuously in hot weather, first over a sheer precipice of 1000 ft., and then in a stream spreading out like a fan and almost reaching the lake. When there are no avalanches about ten waterfalls pour over the precipice. On the E. bank are the gaard of *Hogrending* and a waterfall coming from the *Osterdalsbræ.* The W. bank is uninhabited. On the E. rises the *Kværnhusfjeld* (5700 ft.), with the gaard of *Rødi* at its foot. To the W. is the precipice of the serrated *Ravnefjeld*, the base of which we skirt towards the S. On the left we look up the *Bødal*, with the gaard of that name, backed by the *Skaalfjeld* with the *Skaalbræ.*

From the gaard of Bødal we may visit the *Bødals-Sæter* and the adjacent *Bødalsbræ* ($1^1/_2$-2 hrs.); or, sleeping at the sæter, we may ascend the *Lodalskaupe* (6790 ft.; 8-10 hrs.; p. 134), bringing a guide from Loen.

The lake contracts to a strait. In front of us towers the *Nonsnib*, rising sheer to the overwhelming height of over 6000 ft. To the right, in front of it, opens the *Kvandal* or *Næsdal*, with its glacier, adjoining which is the **Utigardsfos*, a waterfall 2000 ft. high, descending from the glaciers of the Ravnefjeld. Passing through a bend of the lake, we enter the impressive ***Basin of Næs-**

dal, bounded by the Ravnefjeld on the W., the Nonsnib on the S., and the Bødalsfjeld on the E. Between the two last peep the *Kronebræ* and the *Kjendalskrona* (5995 ft.). The grandeur of the scenery here is unequalled in S. Norway. On the alluvial land at the mouth of the *Kvandals-Elv*, the outflow of the Kvandalsbræ, lie the turf-roofed gaards of *Næsdal.* After about 1 hr., we land at the mouth of the stream, where the vessel waits for travellers visiting the Kjendalsbræ.

A tolerable path, leading first over marshy ground, ascends the valley. After about 3/4 hr. suddenly appears the ***Kjendalsbræ,** on which waterfalls descend from the right. In 1/2 hr. more, crossing part of the glacier-stream on stepping-stones, we reach the glacier. The stream issues from a magnificent vault of blue ice. It is dangerous to walk on the glacier, or even to go too near it on account of the falling stones.

From Næsdal (tolerable quarters at *Jacob Næsdal's*) across the Jostedalsbræ to the *Jostedal*, a grand expedition of about 15 hrs. (comp. p. 133). Guides, *Jacob* and *Simon Næsdal.*

3. A Visit to the Strynsdal may be made in one day from Visnæs (rather long and fatiguing). The Strynsdal will be of considerable importance when the road through the Videdal to Grjotlid (pp. 66, 65) is completed (probably in 1894), as it then will form, in connection with the road from Grjotlid to Marok (pp. 65-63), the most striking route from the Nordfjord to the Geiranger Fjord.

Visnæs, see p. 169. The road crosses the *Strynselv* (good fishing, leased by English anglers, who have built a new dwelling-house) and follows its N. bank to *Ytre Eide*, the church of *Nedstryn*, and the gaards of *Gjørven* and *Øvre Eide.* We then cross to the S. bank and soon reach —

Sunde or *Mindresunde*, 11 Kil. from Visnæs, whence daily in the forenoon starts the steam-launch to Hjelle. Sunde is not a skyds-station, but carriages may generally be procured. The skyds-station is 3 Kil. farther E., at —

14 Kil. *Bergstad* or *Berstad*, below the gaards of *Meland* (boat-skyds, tariff B).

The ***Strynsvand** (80 ft.), 16 Kil. long, is at first narrow, but at *Lindvik* expands into a superb Alpine lake. We first observe, to the N., the *Marshydna* (4680 ft.); then the *Flofjeld* (4400 ft.), with the *Rindalshorn* (5950 ft.) behind it, and the gaards of *Flo* (720 ft.; good quarters; footpath to Bjørdal, see p. 175) perched in front of it. To the right are the gaards of *Holmevik*, *Ørenæs*, and *Tunold*, and higher up those of *Brække* and *Aaning*, overtopped by the *Brækkefjeld*. From this point we row S.E. to the *Church of Opstryn*, above which, to the S.W., appears the *Fosnæsbræ*, descending from the Skaala (p. 169). On the other side we see into the Glomsdal and the Videdal, with the *Glomnæsegg* and the *Midtstølshydna* rising between them. At the head of the Strynsvand, reached by the steam-launch in 1¼ hr., by rowing boat in 2½ hrs., lies —

Hjelle or *Jelle* (fast station for horses and boats, but poor), at the mouth of the *Videdal*, which the new road to Grjotlid ascends (p. 66; skyds to the Visa-Sæter in $1^1/_2$ hr., there and back including stay 3-$3^1/_2$ hrs.; thence on foot to Grjotlid in 8-9 hrs.). The traveller will be repaid by a visit to the wild ***Sundal,** to which a road diverges to the right about 2 Kil. from Hjelle. It leads to the gaard *Sundalen* (7 Kil.), whence we may walk to the *Sundals-Sæter* ($1^1/_2$ hr.), splendidly situated.

At the S.E. end of the Strynsvand opens the sombre Erdal, at the head of which the Gredungsbræ is visible. Before us, to the right, is the *Tindefjeldsbræ* with the *Tavsehydna*, and to the left, the *Ryghydna* (5325 ft.) and the *Sæterfjeld* (6200 ft.), all with great glaciers, forming a most impressive scene. We land at the gaard of *Mørk* or *Grønfur*, cross the *Erdøla* to the gaard of *Erdal*, and ascend the ***Erdal,** by *Berge* and *Tjælhaug*, to the gaard *Gredung* (30-40 min.; tolerable quarters). Thence, with a view of the *Erdalsbræ* or *Gredungsbræ*, which stretches down between the *Strynskaupe* and the *Skaalfjeld*, we ascend in 2-$2^1/_2$ hrs. to the loftily-situated *Gredungs-Sæter*, at the foot of the fissured glacier (2315 ft.).

The route from the Gredungs-Sæter over the Jostedalsbræ to the *Lodalskaupe* (p. 134), and past it into the *Bødal* (p. 171), takes 8-10 hrs., and requires an experienced guide (from Gredung, 13 kr.).

c. From Faleide on the Nordfjord to Aalesund or Molde.

Road from Faleide to *Hellesylt* (46 Kil.) with fast stations (tariff III). — Steamer (Com. 260) from Hellesylt to *Marok* in $1^1/_2$ hr. (fare 1 kr. 10 ø.). — Steamer from Marok to *Sjøholt* in $3^1/_2$-$8^1/_2$ hrs. (fare 3 kr. 10 ø.), to *Aalesund* in $6^1/_2$-12 hrs. (fare 4 kr. 80 ø.). — Road from Sjøholt to *Vestnæs* (26 Kil.) with fast stations (tariffs II & III). — Steamboat from Vestnæs to *Molde* in 1 hr. (fare 95 ø.).

The district of **Søndmøre,** through which this part of our route passes, unlike most other parts of Norway, is remarkable for its distinct mountain-chains and peaks. The *Geiranger Fjord* (p. 175) and the *Jørundfjord* (p. 180) present a contrast which illustrates on a small scale the different characteristics of Norse scenery. — Among standard Books may be mentioned *Strøm's* Søndmøre's Beskrivelse, 1742-66; *Magdalena Thoresen's* Billeder fra Vestkysten of Norge (Copenhagen, 1772); *Peder Fylling's* Folksagn fra Søndmøre (2 vols., Aalesund, 1874-77); also a full and detailed guide-book by *Kristofer Randers*, 'Søndmøre' (Christiania, 1890).

Faleide, see p. 169. The old road, soon to be replaced by a new one now under construction, ascends so steeply at first that most travellers walk. Splendid look back at the fjord and the mountains to the S. The highest point of the road is about 800 ft. Then up and down hill, past the gaards of *Lange-Sæter*, *Flore*, and *Sindre*, with frequent views of the fjelds (the Holmefjeld to the W., the Gulekop to the N., etc.). We descend to —

12 Kil. (pay for 17) *Kjøs*, on *Kjøsbunden*, the S.E. bay of the *Hornindalsvand* (p. 167). We may row from Kjøs to Grodaas, but driving is quicker. The hilly road skirts the lake and rounds the *Kjøsnebb*.

6 Kil. (pay for 8) **Grodaas** (**Navelsaker's Hotel*, R. 1-$1^1/_2$, B. 1-$1^1/_4$, D. $1^1/_2$-2, pension $4^1/_2$ kr., English spoken; *Raftevold's*

Hotel, also commended) is charmingly situated at the E. end of the *Hornindalsvand*, a lake abounding in fish and enclosed by wooded hills, on which a steamboat plies several times a week (Com. 360; see also p. 167). A little to the N. is the church of *Hornindal.*

Excursions from Grodaas to *Hornsnakken*, *Kjøsnebben*, and other heights, 2-3 hrs. each. Ascent of the *Gulekop* (see below), of the *Glitteregg* (4173 ft.), which rises from the lake to the S., etc.

From Grodaas a bridle-path leads by *Tommasgaard* and *Lødemel* (where Rasmus A. Lødemel is a good guide, who speaks English) to the pass of **Kviven** (2795 ft.) and past the *Kvivdals-Sætre*, where it joins a path from Oterdal on the Hornindalsvand, to (5 hrs.) *Kaldvatn*, on the road from Bjerke to Førde on the Østefjord (p. 180).

A finer but longer route is the passage of the *Hjorteskar* to Rørstad (7-8 hrs.). This route ascends the Hjortdal (see below) to the *Hjortdals-Sæter*, leads through the *Blaabrædal* and along the glacier to the pass between the *Lauedalstinder* and the snow-clad *Storhorn* (5184 ft.), and descends the *Lauedal*, passing the *Lauedals-Sætre*, to *Rørstad*, on the Kaldvatn and Bjerke road (p. 180).

The road ascends the Hornindal, passing several pleasant gaards, the *Dønefos*, and the entrance to the *Hjortdal.* The valley expands farther up, and is flanked with snow-clad mountains. On the right rises the huge *Gulekop;* in front of it the *Seeljesæterhorn* (2210 ft.), below which opens the *Knudsdal;* then the *Mulsvorhorn* (2700 ft.); to the left, the *Brækegg* (4320 ft.) and *Lilledalsegg.*

9 Kil. (pay for 11, but not in the reverse direction) *Indre Haugen*, a poor station. The intelligent station-master acts as a guide to Hornindalsrokken, etc. A carriole may be hired here to (20 Kil.) Fibelstad-Haugen (p. 179). — Farther on we have a view, up a side-valley to the left, of the almost inaccessible-looking *Hornindalsrokken* (5015 ft.; ascent from Haugen 10 hrs., driving practicable for 2 hrs.; extensive view). We then cross the boundary of Søndmøre to the *Romsdalsamt.*

6 Kil. *Kjeldstadli* (1390 ft.). Travellers on their way N. do not usually stop here; those from the N. (from Hellesylt) change horses here and pass Indre Haugen without stopping. A new road avoids the hill on which Kjeldstadli lies.

Grand scenery again. To the left opens the glacier-valley of *Kjeldstad;* to the right the *Rørhusdal*, with the pointed *Rørhusnibba.* We descend to *Tronstad* (1130 ft.), a little N. of which, by *Tryggestad*, opens the *Nebbedal* (p. 179). Fine view of the Fibelstadnibba.

The road descends on the left bank of the *Sunelv*, the valley of which soon contracts to a deep ravine. To the left opens the *Mulskreddal.* Splendid view of the Sunelvsfjord and its mountains. The road crosses the stream, which enters the lake in the form of a waterfall, passes the church of *Sunelven*, and reaches —

13 Kil. **Hellesylt** (*Tryggestad & Stadhejm's Hotel*, R. 1 kr. 25, S. 1 kr.; *Magnussen's Hotel)*, grandly situated at the head of the ***Sunelvsfjord,** an arm of the *Storfjord*, on which large steamers from Aalesund (Com. 260) ply four times weekly. Rowing-boat from Hellesylt to Marok in 3-4 hrs. — Vehicles usually await the arrival of the steamers.

FROM HELLESYLT TO THE STRYNSVAND, 23 Kil. We drive up the valley to the S.E., passing the fine waterfalls (8 Kil.) *Dønefos* and *Frøjsefos*, to *Bjørdal* and *Voldsæter* (quarters). Thence a footpath leads by the *Øvre Flo-Sæter* (quarters if need be) and the *Nedre Flo-Sæter* to *Flo*, on the Strynsvand (p. 172). On the first of the three lakes we pass, boats are provided by the 'Turist-Forening'. The carriage-road is to be continued to Flo.

Fine view of Hellesylt and the waterfalls (p. 305) as we steam down the fjord. On the E. side of the fjord towers the *Nokkeneb* (4373 ft.). On the W. side we observe the gaard of *Ljøen*, whence a road winds up the *Ljøenbakker* (about 2000 ft.) and crosses the *Ljøfjeld* to Slyngstad (p. 177).

Opposite is the mouth of the ****Geiranger Fjord,** into which we steer, notable for its picturesque cliffs and its numerous waterfalls. On the right the Nokkeneb; on the slope to the left the gaard of *Madvik*. Farther on are the *Liadalsnibba* (4835 ft.) and *Gjerkelandsegg* (4940 ft.) on the right and the *Grauthorn* (4425 ft.) on the left. The fjord now contracts. On the N. side are seen the *Knivsflaafosser* or *Syv Søstre* ('seven sisters'), falling over a perpendicular cliff into the fjord. Seven falls may be counted at the very top, but four only below. High up on the slope near them is the gaard *Knivsflaa*. Above them rises the *Gjeitfjeldtind* (5145 ft.), and farther on is the *Gjeitfondegg* (4800 ft.). From a gorge on the S. bank emerges the *Skaggeflaafos* or *Gjeitfos*, adjoining which is the gaard *Skaggeflaa* (1640 ft.). An immense number of small waterfalls descend from the cliffs in early summer, but many of them dry up in August. Some of them shower down in spray, betraying their existence only by the streak of white foam on the fjord below. Others leap from overhanging cliffs in veil-like form, and are best seen from one side. When the tops of the cliffs are clouded, the waterfalls seem to come direct from the sky. Curious profiles on the rocks to the right. To the left the veil-like *Aafjeldfos;* then the gaard of *Grande*, overtopped by the *Laushorn* (4911 ft.). As we near Marok we obtain a superb view of the basin of Geiranger. High up on the right is the snow-clad glacier between the Blaahorn and the Flydalshorn. At the head of the fjord, about 20 Kil. from Hellesylt, lies —

Marōk *(Maraak, Merok, Mæraak).* — UNION HOTEL, a large timber-built house erected in 1891, 10 min. from the pier, near the church and the waterfalls; fine view; Hr. *Schieldrop*, the landlord, speaks English; HOTEL GEIRANGER, nearer the bank, with view of the fjord; MARTINUS MERŌK'S INN, plain but good, R. 1, B. $1^1/_2$, S. 1 kr.; also the fast skyds-station. Vehicles await the steamboat: stolkjærre to Djupvashytte $4^1/_4$, carriole 3 kr.

Marok is a small hamlet nestling round the head of the fjord on an old tidal plateau, commanded by a small church. Above it opens the magnificent basin of Geiranger, with its numerous waterfalls, through which ascends the new***Road to Grjotlid* (and Bredevangen; R. 9). This is a good centre for excursions. The traveller should spend at least half-a-day here in order to visit the first part of the Grjotlid road (best on foot).

The Grjotlid road is less striking when ascended than descended, but the traveller who ascends sees the waterfalls to better advantage. The largest of these is the *Storfos*, in which all the tributaries of the river unite. Above the second bridge of the road ('Gjerde-Bro'), on this side of the stone '100 m. over Havet', a path diverges to the left to the *Kleivafos*, a fall of the Vesteraaselv. Travellers pressed for time usually turn at *Flydalsdjuvet*, a point of view about 4 Kil. from Marok, to which a finger-post on the road-side points the way. — Those going S. from Marok walk or drive on to the Djupvashytte (p. 64) or to Grjotlid (p. 63). From the former a mountain-path, from the latter a road leads to Stryn (p. 63).

The *Vesteraasdal*, the N. approach to the Geiranger basin, between the Laushorn and the Grindalshorn, also deserves a visit. We follow the above-mentioned path to the left, above the Gjerde-Bro, passing the *Kleivafos* and the *Storsæterfos*, and crossing a bridge, to (1½-2 hrs. from Marok) the *Storsæter* (2132 ft.). Splendid view. — We may then ascend the valley to the *Vesteraas-Sæter* and mount the *Kaldhusbakker* to the S. end of a small lake, from which we may visit the *Vesteraasbræ* to the left. Then either to the E. and down the *Sletdal* to the *Kaldhusdal*, or to the N. down the *Herdal* to the *Herdalsvand* (1618 ft.) and *Relling i Norddal* (see below).

From the gaard *Grande* (p. 175) a steep bridle-path ascends (¾-1 hr.) the *Eidsdalsfjeld*, widening into a road beyond the top of the hill, and leading past the gaard *Indre Eide* and the *Eidsvand*, abounding in fish, to YTREDAL (see below; 12 Kil. from Indre Eide): a splendid walk of about 6 hrs., with grand views looking back on the Geiranger Fjord, and fine mountain-scenery. (Guide unnecessary.)

The steamer returns from Marok to the *Sunelvsfjord*, generally calling again at Hellesylt before steering towards the N. Of the huge mountains flanking the fjord the chief are the *Aakernæsfjeld* (5043 ft.) on the W., projecting far into the fjord, and the *Nonsfjeld* and *Snuhorn* on the E. On the E. side are several gaards and a few waterfalls.

From the Sunelvsfjord, the entrance to which is marked by the *Oksnæs* on the W. and *Skrenakken* on the E., most of the steamers turn to the E. into the **Norddalsfjord**, the innermost arm of the Storfjord (p. 178). On the N. bank lie the gaards of *Li* and *Overaa*. On the S. bank is the rock called *St. Olaf's Snushorn.* The first station (2 hrs. from Hellesylt) is —

Ytredal, at the mouth of the valley of that name. (Route to the Geiranger Fjord, see above.) The next station is *Relling*, with the *Norddalskirke*, whence the wild *Torvløisa* (5995 ft.), a grand point of view, may be ascended in 5 hrs.

Sylte *(Gunnar Grønningseter's Inn*, good; *Døving)*, with the church of *Muri*, lies on the N. bank. A curious vein of light quartz in a rock here is called *St. Olaf's Slange* or *Syltormen.* To the E. rises the *Heggurdalstind.*

FROM SYLTE OVER THE STEGAFJELD TO THE ROMSDAL, an interesting route of 1½ days, or 1 day by driving to Langdal. The road ascends the old moraine of *Langbrekken*. At the top of the hill is a cross in memory of St. Olaf, who in 1028 fled from Sylte to Lesje in the Gudbrandsdal (p. xliii). The road then ascends the *Valdal*, passing several pleasant gaards, which attract summer visitors from Aalesund. At *Rem*, a gaard 12 Kil. from Sylte, horses and carrioles may be obtained. Beyond Rem we cross the stony chaos of *Skjærsurden*. At (11 Kil. further) the gaard of **Langdal** (poor quarters) a guide may be obtained (unnecessary for the experienced). The road ends at *Nedre Støl*, 2 Kil. farther. We ascend on foot through the *Meierdal* to the pass of the **Stegafjeld**, where we get a splendid survey of the Romsdalshorn, the Vengetinder, the Konge, and the Dronning, with the fjord in the distance to the N. Beyond this the path, indicated by 'Varder', crosses the fjeld, over snow at places, and skirting several small lakes. We then turn N.E. to the Isterdal, descend the *Stegane* and pass the **Isterfos*, several hundred feet high, commanding a fine view of the Isterdalsfjeld to the left and the W. side of the Troldtinder (p. 186) to the right. In about 6 hrs. from Langdal we reach the *Sogge-Sæter*. Beyond this we may either turn to the left to (2 hrs.) Veblungsnæs, or to the right to the gaard of *Sogge* and cross the bridge to the Romsdal road (p. 185).

From Sylte we may also visit the ***Tafjord** (by rowing-boat; or, once a week, by steamer, Com. 260), the easternmost bay of the Norddalsfjord, very grand, though inferior to the Geiranger. On the left is a fine waterfall; on the same side, farther on, is the ***Muldalsfos**, to which a new path ascends. The upper part only is seen from the fjord. This superb fall is 500 ft. high. The steamer turns here. We may then row through a strait into a mountain basin. A waterfall on the right rebounds from a projecting rock, which divides it into two. In the background is the village of *Tafjord* (11 Kil. from Sylte; poor quarters), on the hill above which, to the right, are iron-mines owned by an English company. Lofty snow-mountains peer over the banks on every side. From Tafjord paths lead to *Grjotlid* (p. 63) and *Stuefloten* (p. 187). — Comp. Map, p. 63.

From Sylte we steer W. to the 'Bygd' of *Linge*, with its pretty gaards, and the *Liabygd*. To the left a grand view of the Sunelvsfjord up to Hellesylt. The steamer then crosses to —

Stranden (quarters at *K. Olsen's*, *P. Ous's*, and in the gaard *Ringstad*), with its church, adjoining the steamboat-station *Slyngstad*, pleasantly situated at the mouth of the *Strandedal*.

The fjord, here sometimes called *Strandefjord* or *Slyngsfjord*, continues beautiful. Rounding the prominent *Stordalsnæs* or *Holmen*, the vessel steers into the small *Stordalsvik*, with the gaards of *Hove* and *Vinje*, at the entrance to the pretty *Stordal*. Once a week it touches at *Vagsvik*, whence we may ascend the *Laupare* (4754 ft.). Opposite, a little to the W., lies *Sjøvik*.

The steamer rounds the *Gausnæs* and (3½-4 hrs. from Sylte) reaches —

Sjøholt or *Søholt* (**Rasmussen's Sjøholt Hotel*, with dependencies, R., B., or S. 1¼, D. 2 kr.; *Th. Sjøholt Enke's Hotel*, modest), pleasantly situated at the N. end of the *Ørskogvik*, and at the S.E. base of the *Lifjeld* (which may be ascended in 1½ hr.). To the N.E. rises the *Snaufjeld* (2880 ft.), and to the S., over the Gausnæs, peer the hills on the opposite bank of the fjord. A brook entering the fjord here separates Sjøholt from the church of *Ørskog*.

Pleasant walk on the Aalesund road, to the W., with a view of the fjord. After about 1 M. we observe on the bank below a '*Laksvarp*' (called 'Gilge' in the Sogn district), or apparatus for catching salmon, with white boards to attract the fish.

Road to Aalesund, 38 Kil. (a drive of 5-6 hrs.). Stations (13 Kil.) *Flaate* and (13 Kil.) *Rødsæt* (slow; better therefore engage vehicle all the way from Sjøholt to Aalesund).

The Steamer to Aalesund takes 2-3 hrs. more. It touches at the small wooded *Langskibsø*, in a bay between the mainland and the *Oksenø*. The narrowest part of this bay is crossed by the road to Aalesund mentioned above. We then steer S. across the fjord, here for a short distance called *Nordfjord*, and then **Storfjord.** In the wider sense the latter name embraces the whole fjord as far as Sylte (p. 176). We steer round the *Aursnæs* to —

Aure (quarters at *Mart. Vik's*, the Landhandler) on the *Søkkelvsfjord*, prettily situated amidst grand scenery, and a favourite resort from Aalesund. Steering in, we see the *Hammersættinder* rising above Aure on the left; to the right of them is the pointed *Strømshorn* (3240 ft.); then the *Brunstadhorn*, the *Gjeithorn*, the *Vellesæterhorn* (4750 ft.), and the *Ringdalstind*, some of them flecked with snow.

The following is a beautiful day's *Excursion. As Aure and the other places are slow stations, a vehicle for the whole trip should be engaged at Aure. From Aure we drive E. to (11 Kil.) *Sjøvik* (p. 177); then S. through the *Ramstaddal* to the (12 Kil.) *Nysæter* (quarters), on the lake of that name, whence the *Øsekar* (3940 ft.; fine view) is easily ascended. We next cross a hill to the *Velledal*, in which *Drotninghaug*, its highest gaard, is 6 Kil. from Nysæter. Magnificent view, in descending, of the snow-mountains above mentioned. Then past the gaard of *Velle*, where the valley bends to the N., to (13 Kil.) *Strømmegjærdet*, at the S. end of the Søkkelvsfjord, whence, if preferred, a rowing-boat may be taken to (6 Kil.) Aure.

On the W. side of the Søkkelvsfjord towers the *Skopshorn* (4430 ft.). Then, on the Storfjord, comes *Tusvik*, a pleasant station, omitted by some of the steamers. We now steer due W., past the mouth of the *Jørundfjord* (p. 180) and past the large island *Sulø*, into the *Sulefjord*, from which the *Vartdalsfjord* diverges to the S. On the W. side of the Sulefjord lies the island of *Hareidland*, with the church of *Hareid* and hills rising to 2360 ft. To the N. appears the *Godø*, with a lighthouse, separated from Hareidland by the unprotected *Bredsund;* then the island of *Hessen*, with the pointed *Sukkertop;* and further N. the *Valderø*, with a lighthouse, where there is a cavern 120 ft. high on the S.W. side (the *Sjonghul*). Passing the *Stenvaag*, the bare rocks of which are used for drying fish ('Klipfisk'), we reach, in 2 hrs. from Aure, —

Aalesund (see p. 181).

From Sjøholt to Vestnæs on the Moldefjord (26 Kil.). Sjøholt is a fast station for horses. Vehicles generally await the steamers. The road ascends the pretty *Ørskogdal* to a moorland plateau, on which lies a small lake. We here notice numerous '*Loer*', or huts for keeping hay, and long poles for marking the way in winter. We then cross the boundary between the Bergens-Stift and the *Trondhjems-Stift*, and descend into the *Skorgedal.*

15 Kil. *Ellingsgaard* (575 ft.; fast station; no quarters). To the right the *Brustind*, to the left the *Ysttinder.* The valley becomes more attractive. Beyond *Viken* the road skirts the W. bank of the beautiful *Tresfjord*, passing many gaards, and crosses the mouth of the narrow *Misfjord* to —

11 Kil. *Vestnæs* (p. 184), whence steamers ply once or twice daily to Molde and to the Romsdal (Com. 260, 262, 264).

From Hellesylt through the Norangsdal and down the Jørundfjord to Aalesund (two days), a superb route, preferable to the direct voyage from Hellesylt or from Marok down the Sunelvsfjord. Road to *Øie*, 24 Kil.; steamer to *Aalesund* (Com. 260) four times a week in 2-4 hrs.

From Hellesylt up to *Tryggestad*, p. 174.

The road to Øie turns to the N.W. and ascends the **Nebbedal,** a pleasant green valley sprinkled with birches, described by *Magdalene Thoresen* in her village-tales as a most dismal place in winter, endangered by avalanches.

On the right rises the *Tryggestadnakken*, separated by the *Sætredal* from the abrupt *Fibelstadnib*, which forms the background of the valley the whole way. Farther on, to the left, is the beautiful glacier-girt *Kvitegg* (see below). To the N. rise the Smørskredtinder (see below).

10 Kil. **Fibelstad-Haugen** (1215 ft.; **Hot. Norangsdal*), grandly situated on the watershed between the Sunelvsfjord and the Jørundfjord, is a good centre for mountaineering.

The ascent of the ***Kvitegg** (5590 ft.; 4-5 hrs.) is one of the finest in Søndmøre. Guides, *P. O. Ringdal* and *P. A. Lillebøe* (3-5 kr.).

From Fibelstad-Haugen to Bjerke, on the Jørundfjord, a splendid walk of about 5 hrs. (with guide): to the W. up the valley to the *Kvitelvedalsskar* on the N.W. side of the Kvitegg; then past the little *Kvitelvedalsvand* on its N. side, and down its brook to the **Tussevand* (1970 ft.), where we get a view of the wild Hornindalsrokken (p. 174); round the N. side of the lake, down the *Tusse-Elv* through a series of gorges, and past the *Tussefos* to Bjerke (p. 180).

At Fibelstad-Haugen begins the ***Norangsdal,** one of the grandest and wildest valleys in Norway. The upper part is unattractive. The road leads through a bleak dale with a series of four lakes, between which the brook sometimes disappears. The poor sæters on their banks are built into the rocks for shelter from avalanches. The valley contracts. The scenery is wildest by the perpendicular black cliff of **Staven*, over 4900 ft. high. Remains of avalanches form snow-bridges over the river in summer. The road crosses to the left bank.

The valley expands. The abrupt sides of the valley are replaced by separate peaks. To the right, behind us, above the intervening hills, towers *Skruven* (5286 ft.). Before us successively appear: (left) *Kjeipen*, the prolongation of *Staven;* (right) the *Smørskredtinder* (5240 ft.), at the foot of which lies *Skylstad*, the highest gaard in the valley, where the road crosses to the right bank; (left) the *Middagshorn* (4353 ft.); (right) *Slogen* (p. 180), the appearance of which varies from different points.

14 Kil. (pay for 19) **Øie** (*Union Hotel*, near the steamboat-pier) and *Norang* (Retiro Hotel, R. $1^1/_2$, B. $1^1/_4$, D. 2, S. $1^1/_4$ kr.), 8 min. S. of Øie, on the left bank of the river, both lie at the E. end of the ****Norangsfjord,** a small sequestered arm of the Jørundfjord, resembling it in its Alpine character (see below). On both sides

rise imposing mountains: Slogen (see below), not visible from Øie itself, and the Middagshorn; then on the right the *Kloksegg* and on the left the *Blaahorn* (4500 ft.).

The ascent of ***Slogen** (5210 ft.) is strongly recommended to mountaineers with steady heads (from Øie 4 hrs., with guide; Jon Klok and Peder Haugen). Mr. Wm. C. Slingsby calls the view one of the noblest in Europe. — The *Gjeithorn* and *Brekketind* are both difficult.

A grand but fatiguing route leads from Skylstad (p. 179) between Slogen and the *Smørskredtind* (5240 ft.; first ascended by Mr. Slingsby in 1884), over the pass of *Skylstadbrekken* (2592 ft.) and either N.E. to Stranden (p. 177), or N.W. by the gaard *Brunstad* in the Velledal down to Aure (p. 178).

When the steamer suits, a most attractive route to Aalesund is this: from Øie to *Sæbø* by steamer (Com. 260; or row, 10 Kil.); drive thence to *Ørstenvik* (24 Kil.; p. 181; a splendid route), and steam on to Aalesund (Com. 260; 201, A).

On leaving Øie we see the *Elgenaafos* on the left; then the gaards of *Stennæs* in an exposed situation under the *Staalberg* (4138 ft.); and on the right, at the mouth of the *Urkedal*, the gaards of *Urke* (steamboat-station). To the W. above Urke towers the *Saksa* (3445 ft.), which with the Staalberg forms the impressive entrance to the Norangsfjord.

The ****Jørundfjord** (*Hjørundfjord*, *Jøringfjord*), which the steamer now enters, differs in character from the other fjords. Instead of being a deep cutting in the great Norwegian plateau, with nearly upright sides, it is flanked with picturesque ranges and peaks, some of them remarkably bold and pointed, others isolated between deep gaps or notches ('Skard'), and clad with snow and glaciers near their summits.

The S. or upper part of the Jørundfjord has more of the ordinary Norse character. On its W. bank is the gaard of *Skaare*, with the 'Fos' of that name, at the foot of the *Skaaretinder;* and on its E. bank, to the S. of the *Jagta* (5240 ft.), lies the gaard *Viddal*, a steamboat-station. At the S. end of the narrowing fjord, high above the water, lies **Bjerke** or *Bjørke* (*Hotel Bjerke*, opened in 1891), the terminus of the steamer. Above it rise the *Bjerkehorn* (4445 ft.) and the *Tussenut* (4203 ft.). Near it is the pretty *Tussefos* (p. 179), descending from the Tussevand.

A road (slow stations) leads from Bjerke up the *Sjaastaddal*, by *Rørstad* and *Ruejd*, to (15 Kil.) *Kaldvatn* (p. 174) and (8 Kil.) **Førde** (quarters at *D. Maan's*), on the *Østefjord*, the S.E. arm of the Voldenfjord. (To Volden, 18 Kil., by steamer, Com. 261, or by boat; p. 181).

On leaving the Norangsfjord the steamer steers towards the W. bank of the Jørundfjord, and past the *Hustadnæs* (on the bank a little S. of which is *Raamandsgjølet*, a cavern in the rock *Raamand*), to —

Sæbø, with the church of *Jørundfjord*, in a small bay, at the mouth of the well-cultivated *Bonddal* (p. 182).

Store Standal (steamboat-station), at the mouth of the valley between the *Sølvkall* (S.) and the *Standalshorn* (N.), and *Lille Standal* are the finest points on the Jørundfjord. — From this point onwards, see *Map*, p. 182.

On the E. bank of the fjord, opposite Standal, rise the imposing *Molaupsfjeld*, named after the gaard *Molaup* at its N. base. Near it is the cavern *Troldgjøl*, where a phenomenon similar to that on the Lysefjord has been observed (p. 89). Farther down the same side is the *Slettefjeld*. On the W. side rises the cloven *Jønshorn*. At the mouth of the fjord are the steamboat-stations of *Jævenæs* on the E. and *Fæstø* or *Festøj* on the W. side. Between these stations we obtain a final survey of the Jørundfjord in its entire length (36 Kil.), backed by the distant Hornindalsrokken. From this point to *Aalesund*, see p. 178.

Aalesund. — Disembarkation generally by small boat (10 ø.). — *Schieldrop's Hotel, close to the harbour, R. 1 kr. 60, A. 50, B. 1 kr. 20 ø.; Skandinavie, Storgaden, R. 1½, B. 1 kr. 20 ø., D. 2½ kr.; both on the Nørvø. — Baths on the Aspø. — Post and Telegraph, Storgaden. — Slow station for horses and boats.

Aalesund, a busy trading town with 8100 inhab., lies on the *Nørvø* (E.) and the *Aspø* (W.), two islands on the outer fringe of the 'Skjærgaard', a favourable situation to which it owes its rapid rise. It was only in 1824 that it came into notice as a harbour, and only in 1848 that it became a town. Aalesund is the commercial centre of the whole region of the Storfjord (p. 178), and for the cod-fisheries of the W. 'banks', particularly the famous 'Fiskeplads' Storeggen, the yield of which is 5-6 million kr. per annum. The harbour, which opens towards the N.W., lies between the two islands and is protected by *Skandsen*, a peninsula of the Nørvø, on one side, and by a pier on the other. The narrowest part of this strait, the *Aalesund*, from which the town takes its name, is crossed by a bridge connecting the two parts of the town. On the Nørvø ('indom Sundet') are the custom-house, the inns, etc., and on the Aspø ('udom Sundet') are the church and the school. On the E. side of the Nørvø quarter is a pretty public promenade, with views of the distant peaks of Søndmøre.

A more extensive view is obtained from the **Aalesundsaxel* (509 ft), 1 hr. there and back. (Ask the way from the public park to the 'Kirkegaard', and ascend to the right in a ravine beyond it.) — A little to the S. of the Sjøholt road (p. 177), 6 Kil. from Aalesund, is the church of *Borgund*, founded in the 11th cent., restored in 1869. Near it once lived Hrolf Gangr ('Rolf the Ganger'), the conqueror of Normandy.

The Steamboat Traffic of Aalesund is considerable. The coasting steamers of the *Bergen* and *Trondhjem* line (pp. 159, 191; Com. 201, 203, 75, 76, &c.), and the fjord-steamers to *Hellesylt* and *Marok* (pp. 174-178; Com. 260), to the *Jørundfjord* (p. 180; Com. 260), and to *Molde* and the *Romsdal* (pp. 182-184; Com. 260) are mentioned in other parts of the handbook. Another line, of service to tourists, is —

From Aalesund to Eidsaa and Aahjem (Com. 260; twice a week). To *Hareid*, the first station, and the *Vartdalsfjord*, see p. 178. *Søre Vartdal*, the second station, lies about halfway through this fjord or strait (see *Map*, p. 166). Passing the *Liadalshorn* (3510 ft.), we enter the *Ørstenfjord*, at the head of which (3 hrs. from Aalesund) lies —

Ørstenvik (**Svendsen's Hotel;* slow station), at the mouth of the well-cultivated *Ørstendal* or *Aamdal*, watered by the *Ørstenelv*. To the N. rises the *Saudehorn* (4330 ft.; easy ascent, 5-6 hrs. there and back), commanding a fine view of the Søndmøre Mts. Another point of view is the *Melshorn* (2740 ft.; a much shorter ascent). From Ørstenvik to the Jørundfjord, see below.

From Ørstenvik to Volden by road (11 Kil.), a drive of $1^1/_4$ hr.; the steamer, rounding the peninsula between the Ørstenfjord and the *Voldenfjord*, takes $1^1/_4$-2 hrs.

Volden (*Svenden's Hotel*) lies near the slow skyds-station *Rødsæt* (good quarters), on the E. bank of the Voldenfjord. Route to the Jørundfjord, see below. Local steamer to the Østefjord, the Dalsfjord, and to Aalesund once or twice weekly (Com. 262).

Then several small stations, beyond which, once a week, the steamer goes on to *Eidsaa* on the *Søvdefjord* (p. 161) and *Aahjem* on the *Vanelvsfjord* (p. 160; $5^1/_4$-$5^1/_2$ hrs. from Volden).

The *Roads to the Jørundfjord from Ørstenvik and from Volden form the finest approaches to it from Aalesund. Valleys with rich vegetation; mountains strikingly picturesque. From Ørstenvik the old road leads by (10 Kil.) Vatne and through the Bonddal (see below). The new road leads through the Follestaddal. Both roads first ascend the beautiful Ørstendal, in view of a fine mountain background, to the gaard *Aam* (5 Kil. from Ørstenvik) at the mouth of the ***Follestaddal.** We ascend the latter, keeping in view of the grand *Kjølaastind* (4708 ft.; ascended by Mr. Wm. C. Slingsby in 1876; very difficult), whence a glacier dips to the E. At the gaard *Kjølaas* (8 Kil. further) the *Romedal* diverges to the left; up this valley a charming 4 hrs., walk may be taken to the church of *Vartdal*, or *North Vartdal*. From Kjølaas, we ascend the *Standalseid*, at the top of which we get a splendid *View of the Kjølaastind behind and the peaks of the Jørundfjord before us. Then down the *Standal* to (8 Kil.) *Store Standal* (steamboat-station; no quarters; p. 180). Lastly, row to Sæbø, 8 Kil.

From Volden the road crosses the lofty *Kløvdalseid* (984 ft.), and at the gaard *Brautesæt* joins the road from Ørstenvik viâ Aam (see above), at the N. end of the *Vatne-Vand*, the E. bank of which it skirts.

13 Kil. *Vatne*. Then uphill, and past the gaard *Osvold*, at the mouth of the *Bjørdal*, to the pass (919 ft.), where the Jørundfjord Mts. come in sight. Next down the **Bonddal**, flanked by the *Veirhald* (4013 ft.) and the *Grøtdalstind* on the left, and the *Aarsethorn* (3550 ft.) and *Storhorn* (4490 ft.) on the right, and past several gaards. By the gaard *Hustad*, in the Storhorn, high up on the right, is the ravine *St. Olafsdal.*

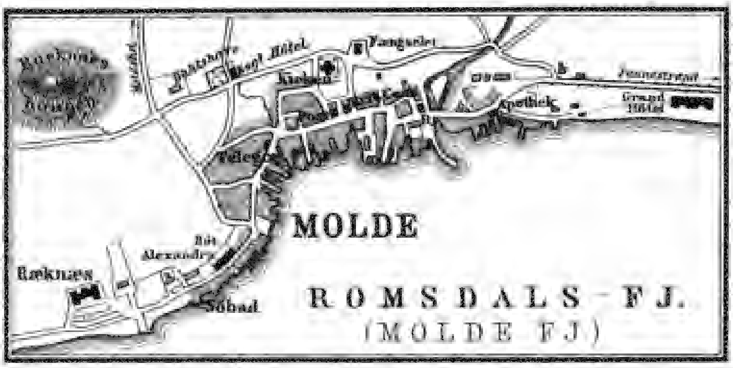
14 Kil. (pay for 19, in the reverse direction for 20) *Rise* (good station), $^1/_4$ hr. beyond which is the steamboat-station *Sæbø* (p. 180). Row to *Øie* (p. 179; 10 Kil.; tariff B; order boat as early as possible).

To Molde, steamer in 4-5 hrs. (see above). Beyond Aalesund the steamer passes the island of *Lepsø* (left), where Miss Mouat, who was driven across the sea from the Shetland Islands in a boat alone in 1886, reached land and was rescued. Some of the steamers touch at *Østnæs* (on the *Haramsø;* view of the mountains on the mainland), *Helland* (on the mainland), *Drønnen* (on the *Mifjord*), *Misund* (on the strait of that name), and *Gjelsten* (on the *Tomrefjord*), whence they all steer N.E. up the Moldefjord to *Molde* (see below).

25. Molde and the Moldefjord. The Romsdal. The Eikisdal.

Thanks to its numerous steamboat-routes, Molde is an excellent centre for excursions in the region of the *Moldefjord* and the *Romsdalsfjord.* A visit should be paid to the Romsdal from Molde rather than in the reverse direction, as in the former case the scenery gradually becomes more impressive.

Hotels at Molde (often overcrowded): *Grand Hotel, finely situated at the E. end of the town, R. $2^1/_2$ kr., L. 25 ø., B. $1^1/_4$, D. $2^1/_2$, S. $1^1/_2$ kr.; English spoken. This hotel keeps a steamer for excursions (60 kr. per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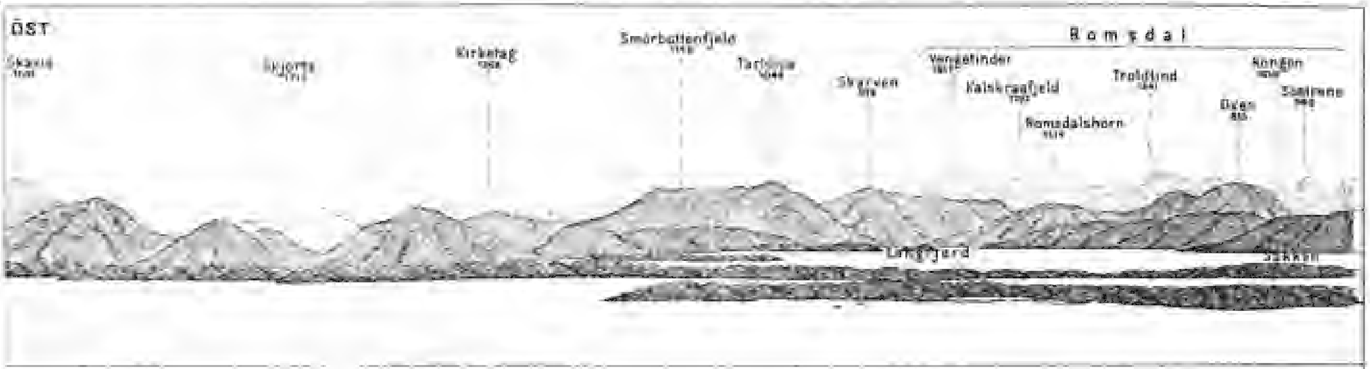
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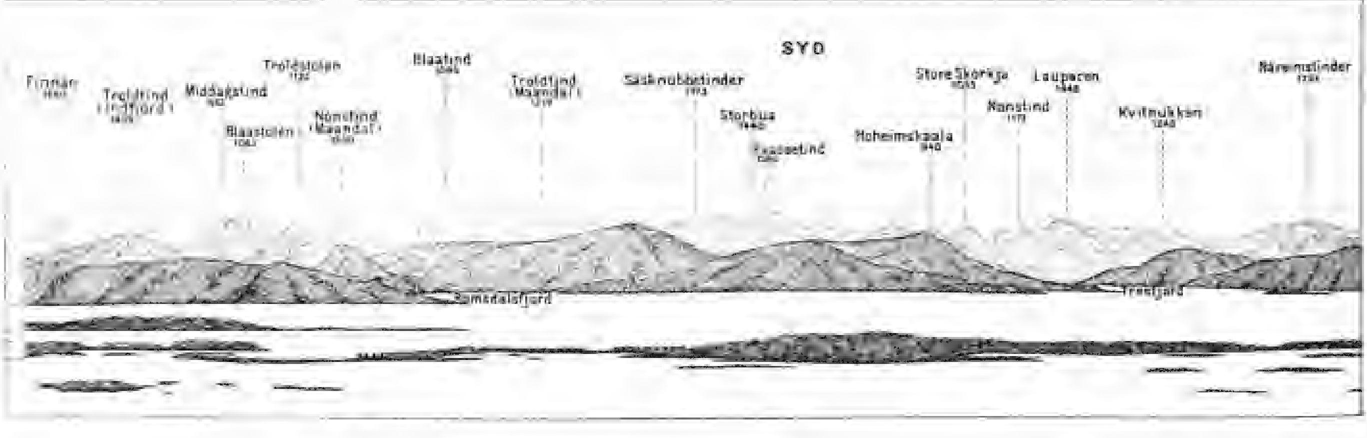
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Moheimskaala
Nonstind
Kvitnukken
Romsdalsfjord
Tresfjord

day) and a steam-launch for taking passengers from the sea-going steamers to its private pier (25-35 ø., luggage 10 ø. and upwards). Hotel Alexandra, at the W. end of the town, R. from 1½, B. 1½-2, D. 2½, S. 1½ kr.; English Hotel, above the town. — When the hotels are full, decent quarters may be had in private houses (1 kr.). — Beer at *Dahl's Bryggeri* (Pl. B, to the W. of the 'Apothek'). — Baths at the two large hotels. Primitive sea-baths by the Alexandra Hotel (20 ø.; towel 7 ø.). — Post Office next to the British vice-consulate. Telegraph, a little to the W. of it (see Plan). — British Vice-Consul, *Mr. P. F. Dahl.*

Steamers to *Bergen* and to *Trondhjem*, each about 11 times a week (Com. 201, 75, 76), to *Aalesund* 11 times (the Bergen steamers) and several times more (Com. 160, etc.); to places on the Moldefjord, see pp. 184, 187. — Careful enquiry should be made as to the hours and places of departure.

Molde, a thriving little town of 1600 inhab., and a great summer resort, is pleasantly situated on the N. bank of the *Molde Fjord*, at the foot of green slopes backed by a range of higher hills. Thus sheltered from the N. and W. storms, the vegetation is surprisingly luxuriant, though Molde is nearly 3° of latitude N. of St. Petersburg. Roses abound, and some of the houses are overgrown with honeysuckle. Mingling with the pine and the birch are seen horse-chestnuts, limes, ashes, and cherry-trees.

The great attraction of Molde is the noble survey it commands of the wide expanse of the fjord and the long chain of mountains to the S. and S.E., with their rocky peaks and snow-flecked sides. The most picturesque point of view is the ***Ræknæshaug**, a hill laid out in promenades to the N.W. of the town (near *Dahl's Have*, a pretty private garden), to which we may ascend from the Alexandra Hotel in ¼ hr., or from the Grand Hotel by the upper road, passing the church, in 20 minutes. The grounds are entered from the road passing them on the S. side, but not from the path ascending on the E. side to the Moldehei (see below). A small pavilion at the top. In the foreground lies the little town of Molde, at the foot of its green hills, beyond which streches the beautiful fjord, broken by the long islands Hjærtø and Faarø.

Between Dahl's Have and the Ræknæshaug a bridle-path, indicated by a finger-post 'til Varden' and by a second 6 min. further (where we turn to the right), ascends past a refreshment-stall with a flagstaff to the (1 hr.) top of the ***Moldehei** (1350 ft.), with a refuge-hut (not always open) and a huge vane. The extensive view embraces the whole of the Molde Fjord with the mountains enclosing it: towards the S., on the right, is the conspicuous Laupare (p. 177); to the left of it (S.E.), rising above the coast-hills, are the Troldtinder (p. 186), the Romsdalshorn, and the Vengetinder; in the distance, more to the left (E.), the Skjorta in the Eikisdal (p. 189); to the W. a glimpse of the open sea, of which more is seen from another height, to the N. of the refuge-hut, marked with a pointed 'Varde'. (See annexed Panorama; a larger is to be had at Olsen's book-shop at Molde, price 1½ kr.)

A charming drive may be taken, towards the E., through the fine avenue on which the Grand Hotel is situated, to the **Fane-*

strand or *Fannestrand*, where the rich vegetation of Molde is seen to advantage. The road is shaded with birches, ashes, maples, larches, and other trees, and is flanked with pleasant gaards, villas, and gardens (among which is Consul Johnson's *Buen Retiro*). All he way we enjoy a fine view, towards the S., of the fjord and the distant mountains. At *Aarø* and *Ejkrem*, 4½ Kil. from Molde, the road becomes less frequented; *Strande* (p. 188) is 4½ Kil. further.

To the N.E. of Molde rises the **Tusten** (2285 ft.; 3 hrs.; guide advisable). We go to the E. end of the town, cross the brook, and ascend its bank, past a few houses, and through sparse wood. The barren Tusten forms the background of the valley. After ¾ hr. the valley divides; we keep to the right, and (¼ hr.) cross a bridge. Then straight up towards the summit through thin wood. Marshy at places, but no difficulty. The dead and dying pines, with their silver-grey trunks, on the (1¼ hr.) upper margin of the wood are very picturesque. Thence to the top about 20 min. more. Alpine flora. Very extensive view, embracing the fjord and the mountains to the N., E., and S., and the vast Atlantic to the W.

a. Excursion to the Romsdal.

Steamboat from Molde to *Aandalsnæs* (or *Næs*; Com. 260, 262, 264) about 14 times a week, in 2¼-4½ hrs. (fare 2 kr.). — Road (skyds-tariff III) from Næs to the *Romsdal*. Pleasant to walk from Næs to (27 Kil.) *Flatmark* and to drive back (or even to *Ormeim*, 38 Kil.; but better in this case drive both ways). It is scarcely feasible to visit the Romsdal from Molde and to return to Molde in one day. Better, after seeing Molde, leave it altogether for Næs or other station in the Romsdal.

Instead of taking the direct steamer to Næs, we may go by another (Com. 262, 264) to *Alfarnæs* or to *Læreim*, drive or walk to *Thorvik*, and row across to Næs (comp. p. 189).

The vessel steers S., affording a fine view of the mountains, backed by the conspicuous Laupare (p. 177) at the head of the Tresfjord, to (1 hr.) **Vestnæs** (**Hotel Stanley*, new, R. 1½, D. 2 kr.), on the W. side of the entrance to the *Tresfjord*, a deep bay set in wooded hills and bare rocky peaks. The road to Sjøholt begins here (p. 178). A steamer (Com. 262) plies up the Tresfjord, twice a week, to *Viken* and *Sylte* (whence a road up the *Kærseimsdal* leads to Vagsvik on the Storfjord, 17 Kil.; p. 177), and down by *Dougstad* and *Legernæs* or *Leikarnæs*.

We steer E., past *Gjermundnæs*, and enter the **Romsdalsfjord.** To the left the island of *Sækken*, on which lies *Vestad* (called at twice weekly). Fine view up the Langfjord, with the Skaala on its N.W. bank (p. 188). On the right the populous *Vaagestrand*, with its white church high up, and the station *Ræstadbugt* (twice weekly). Behind it rises the snow-capped *Blaatind* (3560 ft.), not visible from the steamer.

To the E. towers the wooded *Oksen* (2674 ft.); to the right of it, in the distance, appear the Romsdal Mts., notable among which are the furrowed Vengetinder. Some of the steamers enter a small bay at the foot of the Oksen and call at **Nordvik**, or *Norvik*, whence a road, passing the church of *Eid*, crosses to the Rødvenfjord (p. 189).

Opposite the Oksen, on the S. bank rise the *Troldstole* (3714 ft.), chief of which is *St. Olafs-Stol*, with a 'Botn' enclosed by two hills

('St. Olaf's chair'). Several of the steamers next enter the little bay of **Vold,** with its old timber church, situated at the mouth of the fertile *Maandal*, with snow-mountains in the background.

We steer past the mouth of the *Indfjord*, and approach the grand mountains of the S. bank, foremost of which is the *Skjolten* (3440 ft.), with the waterfall of *Skjolen*. To the N. is disclosed a fine view of the *Smørbottenfjeld* (3765 ft.), and, to the S., of the striking Romsdal Mts.: the Vengetinder, the flattened *Kalskraatind* (5895 ft.), and the Romsdalshorn (p. 186). These immense mountains average nearly double the height of those of Wales and Westmoreland.

Veblungsnæs. — Onsum's Hotel, at the pier; Romsdal Hotel, a few minutes farther, R., S., B., each 1, D. 1 kr. 20 ø.; no view from either. — Telegraph Office opposite Onsum's. — Conveyances await the steamboat (skyds-tariff III). The skyds-station is at Sætnes (see below).

Veblungsnæs, situated at the foot of the *Sætnesfjeld* (3900 ft.), to the S. of the influx of the *Rauma* into the Romsdalsfjord, is less important as an entrance to the Romsdal than the opposite station of Aandalsnæs, which lies a little to the N., and at which several of the steamers call first. To the E. of the village (5 min.) is the church of *Grytten*, an octagonal timber building. Just beyond it the road forks: that to the left, crossing a long bridge, leads to Næs; that to the right leads past the houses of *Sætnes* to a military camp and rifle-range.

The steamer passes the broad mouth of the Rauma and steers round the promontory on its N. side to —

Aandalsnæs. — *Grand Hôtel Bellevue (*Hr. Lossius*, the landlord, speaks English), a large new timber house on a height, 5 min. from the pier, with views all round, R., B., S., each $1^1/_2$, D. 2, pension 5 kr.; adjacent, Aandahl's Hotel Bellevue, R. $1^1/_2$, B. 1, S. $1^1/_2$ kr.; nearer the pier, *Romsdalshorn Hotel, similar charges; *Unhjem's Hotel, on the fjord, moderate.

Conveyances (skyds-tariff III) await the steamboats. — Diligence to Lillehammer, see p. 53 (from the Grand Bellevue Hotel). — The nearest telegraph-station is at Veblungsnæs.

Aandalsnæs, usually called *Næs* or *Nes*, the chief approach to the Romsdal, is well suited for a prolonged stay. The nearest height is the *Mjelvafjeld*, the N.W. spur of which is also called *Næsaxlen*. Farther off is the *Storhest*. To the right of the Næsaxel we look up the Romsdal with the Vengetinder, Romsdalshorn, and Troldtinder, and to the right of these into the Isterdal and towards the Sætnesfjeld; to the W. rise the Troldstol and the snow-clad Blaatind (p. 184); to the N. the snowy heights of the Blaafjeld.

Excursions. To the *Romsdal*, see below. — To the *Isterdal*, as far as the *Isterfos*, and up the *Stégane* to the *Stegafjeld* (p. 177). — Row to *Thorvik* (p. 189; boat-skyds; 3 hrs. there and back), and in 1 hr. ascend a fine point of view above the Gjersætvatn.

Several steamers go on from Næs up the *Isfjord* (which is frozen over in winter) to **Sten,** at the mouth of the *Hens-Elv*, to which a road on the bank of the fjord also leads from Næs (5 Kil.). Beyond Sten is (2 Kil.) the church of *Hen*. To the N. rises the *Kirketag* (4490 ft.), the truncated outline of which is so conspicuous in the view from the Moldehei above

Molde. — From Hen a road leads up the beautiful **Grøvdal** to *Unhjem* and *Morstøl* (3½ hrs.; tolerable quarters), whence we may ascend the *Juratind* (5125 ft.; 7-8 hrs. to the top; splendid view). — From the Grøvdal we may descend the *Hornedal* by a sæter-path, and thence cross to the right, between the *Uglehaug* on the S. and the *Hesthaug* (3625 ft.) on the N., to *Torhus*, near the Eirisfjord Church, and (1 hr. further) to *Nøste* in the Eikisdal (about 8 hrs. in all from Sten; guide necessary; Hans Mostu commended; see also p. 189).

The ***Romsdal**, or valley of the *Rauma* (p. 59), is one of the most famous in Norway. The road from Næs descends to the right bank of the river and (2 Kil.) unites with that from Veblungsnæs (p. 185; 3 Kil. distant). It then ascends on the right bank of the stream, through park-like scenery (alders, birches, ashes), flanked with high mountains. To the left is the gaard of *Aak*, now the residence of Mr. H. O. Wills, the well-known tobacco-manufacturer of Bristol. The name Aak (pron. *oke*) is probably a contraction of 'Aaker' (cultivated land), and occurs in Maraak, Berkaak, etc. To the right, beyond the stream, opens the *Isterdal*, with its Alpine peaks: on the W. side *Bispen* ('the Bishop') and *Søstrene* ('the Sisters'; 3095 ft.), and on the E. *Kongen* ('the King'; 5310 ft.). A little further on, a road diverging to the right leads across the Rauma to *Sogge*. On our road lie the gaards of *Hole* and *Venge*, opposite which is the gaard *Fiva*, in a grove of birches. On the E. side of the valley, scarcely visible from the road, is the picturesque *Vengetind* (5960 ft.), adjoining which and dominating the landscape, towers the huge ***Romsdalshorn** (4965 ft.), usually known as *Hornet*.

The Ascent of the Romsdalshorn (one day), first made in 1827, is not very difficult, but rather dangerous, and is impossible after snow. We ascend the *Vengedal* (here practicable for driving), and climb to the peak from the W. side. *Mathias Soggemoen* and *Erik Norahagen* of Romsdal are commended as guides. — The ascent of the Vengetind is quite as difficult, but not dangerous. — The Mjølnir, which Mr. Wm. C. Slingsby describes as one of the steepest mountains in Europe, is extremely difficult. It is best scaled from *Indre Dalen* (good quarters), a drive of 3 hrs. from Næs.

On the W. side of the valley rise the ***Troldtinder** ('witch-pinnacles'; 5055 ft.). Part of the crest is known as 'Brudefølget', or the bridal train. The highest peak may be ascended by the small glacier visible between Næs and Aak (difficult; ascended by C. Hall in 1882). The road leads close by the foaming Rauma, between the Romsdalshorn and the Troldtinder. At one place, much exposed to avalanches in winter, the road is carried through the broad bed of the river by means of an embankment.

14 Kil. **Horgheim** (235 ft.; pron. Hor'jem; plain but good station; R. 1 kr., B. 80, S. 60 ø.) lies on an ancient moraine. The valley is wider here, its floor marshy.

We pass the gaards of *Mirebø* and *Trøene*, and, on the opposite side of the valley, *Rødningen, Alnæs*, and *Remmem*. Below Remmem, on the right, is a waterfall, and near the gaard of *Monge*, on the left, is the beautiful *Mongefos*, descending from the *Mon-*

gegjura (4230 ft.; fine view; guide, Johnson of Flatmark). The sides of the valley, buttresses of the higher mountains, are here 2000-3000 ft. high. Splendid view of the Troldtinder and the *Semletind* (5770 ft.) behind us. The road and the Rauma next thread their way through a chaos of rocks formed by some tremendous landslip. Beyond the church of *Kors*, which lies a little off the road and is not visible from it, we reach —

12 Kil. **Flatmark** (station, good and reasonable), in a fertile and smiling part of the valley. Opposite rises *Skiriaxlen* (3745 ft.).

Scenery still fine, though less grand. On each side are waterfalls, shorn of their might in dry seasons: on the left the *Styggefondfos*, *Gravdefos*, *Skogefos*; on the right the *Døntefos*. To the S., above Ormeim, rises the *Middagshaug*. The road now ascends rapidly. To the right is the **Værmofos*, leaping nearly 1000 ft. from the S. side, majestic after rain and spring thaws. Best view froma rocky knoll opposite the fall, on the right bank of the Rauma.

11 Kil. **Ormeim** (**Station;* view of the Værmofos from the back windows) is beautifully situated high above the Rauma. To the S. the *Alterhøi*, with its peak *Storhætten* (5940 ft.; ascent past the Værmofos 4 hrs.; two-thirds ridable; horse 4, guide 4 kr.; view extensive, but unpicturesque).

From Ormeim to *Reitan* on the Eikisdalsvand, see p. 191.

Excursionists to the Romsdal from Veblungsnæs or Aandalsnæs usually turn at Ormeim, but the upper part of the valley, as far as Stuefloten, is also very fine. About 4 kil. above Ormeim we come to a finger-post indicating the way to the **Slettafos*. We alight, cross the bridge above the fall, and in a few minutes reach a spot below overhanging rocks, where we have a fine view of the fall and hear its reverberated roar. The rocky sides of the gully have been worn by the water into deep cauldrons ('Jættegryder').

The road runs high above the Rauma, which, often lost to view, receives several tributaries, chief of which is the *Ulvaa* on the right, the discharge of the *Ulvedalsvand*. We ascend the once dreaded *Bjørne-Klev* ('bears' cliff') in windings.

10 Kil. (pay for 11) **Stuefloten** (2050 ft.; **Station*, R. 1, S. 1 kr., B. 80 ø.) is the first place in the Gudbrandsdal. Fine view from the height of '*Toppen*' (2 hrs.).

From Stuefloten a mountain-path leads N. to the *Eikisdal*, see p. 191.

To the Norddalsfjord (p. 176), towards the W.: first by a road up the *Ulvaa* to the *Tungsæter* (quarters), at the E. end of the *Ulvedalsvand;* then across the fjeld and down the *Muldalselv* to the gaard *Muldal* (quarters), situated high above the *Tafjord* (p. 177).

The shortest route from the Romsdal to Jotunheim leads from *Mølmen*, the next skyds-station beyond Stuefloten, by the *Nysæter* in 2 days to *Aanstad* (Røjshjem); comp. p. 60.

Road through the *Gudbrandsdal*, see pp. 51-61.

b. Excursion to the Eikisdal.

Road (fast stations, tariff III; or boat-skyds from Tjelde onwards) or Steamer (Com. 262, 264; in 4$^1/_2$-6 hrs.) to *Nøste*, at the entrance of the

Eikisdal. We either go by road and return by steamer, or the reverse. Three days should be allowed. We begin with the land-route: — 1st Day, to *Eidsvaag.* 2nd Day, walk or row to *Nøste;* walk or drive to *Øveraas;* steam in the grimy little 'Mignon' (Com. 365; fare 1 kr. each way; extra-trip, 6-10 pers., 15 kr., there and back) in 2 hrs., or row (with two rowers 3 kr. 78 ø., and fee; there and back, double) in 3-3½ hrs. up the Eikisdalsvand to *Reitan-Utigaard,* and back to Nøste. 3rd Day, back to Molde by steamer. — If we begin with the steamer, we go on the first day to *Reitan-Utigaard;* spend the second night at *Eidsvaag;* and return on the third day to Molde. — If we hire the private steamer of the Grand Hotel (p. 182) we may do the trip hurriedly in one day.

The Land Route from Molde to Nøste (70 Kil.) is attractive only on the *Fanestrand* (p. 184) and between Tjelde and Eidsvaag. Stations meagre.

9 Kil. *Strande* (p. 184). We then skirt the *Fanefjord,* bounded on the S. by the lofty *Skaala* (3590 ft.).

13 Kil. *Eide* (tolerable quarters), where a route to Christiansund (p. 192) diverges to the N. — The fjord ends at the church of *Kleve.* The road follows the N. side of the valley.

9 Kil. *Istad.* A little beyond, the road forks; to the left to Angvik (p. 193), to the right to the Eikisdal. The latter road leads through the *Osmark,* a monotonous wooded district, overlooked by the grand Skaala on the right. Crossing the *Storelv,* we pass the *Osvand* and the gaard of *Gusiaas* on the right. Scenery now more lonely. We pass the *Sjørsætervand,* with the gaard of that name, and the *Sætervand.* Then a steep descent, with a beautiful view of the Langfjord and the snow-peaks to the S.

13 Kil. *Tjelde,* on the *Langfjord,* from which we may row to Nøste (16 Kil., in 2½ hrs.). — The road leads E., pretty high above the Langfjord, and then descends, in full view of the Skjorta and other mountains to the S. We next pass the old timber church of *Rød* (doomed to demolition) and several substantial gaards.

9 Kil. **Eidsvaag** (**H. Sverdrup's Hotel,* R. 1 kr., S. 1 kr. 20, B. 80 ø.) lies at the E. end of the fjord, here shallow, and at low tide covered with sea-weed. Pretty walk to the new church (10 min. N.). Note that steamboat-passengers land and embark in small boats (10 ø.).

From Eidsvaag a road crosses the *Tiltereid* to *Eidsøren* on the *Sundalsfjord* (9 Kil.); see p. 193.

Our road still skirts the fjord, and passes the parsonage of (5 Kil. from Eidsvaag) *Næsset,* where the novelist Bjørnson spent part of his youth. It then becomes very hilly, with pretty views now and then of the *Eirisfjord* on the right and the *Skjorta* on the left (p. 189). About 4 Kil. from Næsset it passes the two gaards of *Bogge* (steamboat-station), and at (3 Kil.) *Bredvik* it ends. From Bredvik we row to (4 Kil.) —

16 Kil. (from Eidsvaag) *Nøste* (see below).

The Steamboat from Molde to Nøste steers E., between the Fanestrand (p. 184) on the left and the island *Bolsø* on the right, high up at the E. end of which is the church of Bolsø. Then past the promontory *Dvergsnæs*, sometimes calling at *Røvik;* to the S., round the *Sørnesje;* and to the E. again. On the right are the island Sækken (p. 184) and the *Veø* ('holy island') with its church. Stations *Havnevik* and *Sølsnæs*.

We next steer across the mouth of the Langfjord, past the oddly shaped islet *Hestholm* (S.E. of the Veø), in view of the noble Romsdal Mts., to *Ottestad* and *Alfarnæs* (good quarters at the station), one on each side of the entrance to the *Rødvenfjord*, up which a steamer plies twice weekly to *Lærejm* or *Lereim* (Hôtel Lereim, new) at the S. end.

From Alfarnæs to Næs in the Romsdal. Alfarnæs is a fast skyds-station (tariff III). The good road, skirting the Rødvenfjord, leads through a beautiful region, well cultivated and studded with gaards. Opposite we see the church of Ejd (p. 184) and the Oksen (p. 184). In the distance rise the Troldstole (p. 184). At the gaard of *Lærejm* (see above; 9 Kil. from Alfarnæs) the road forks to Nordvik to the right, and to Thorvik to the left. The latter leads us up a hill, where we suddenly get a striking view of the **Giersætvatn*, a lake with a wooded island, in a crater-like basin; of the Skjolt (p. 185); to the left of it the sharp-pointed Vengetinder (p. 186); to the right the Troldtinder, the Isterfjelde, and the Indfjord Mts. To Thorvik $^1/_2$ hr. more. The road descends on the N. side of the valley, ascends again through a narrow pass, and, leaving the hill of *Klungenæs* to the right, leads through pine-woods to —

14 Kil. **Thorvik**, on the Romsdalsfjord. The station, for boats as well as horses, lies high above the fjord, but we may drive down to the water.

From Thorvik by boat (one rower generally enough; 58 ø.) to 4 (Kil.) *Veblungsnæs*, or to (6 Kil.) *Aandalsnæs* (p. 185).

The steamer next enters the **Langfjord**, 30 Kil. long, 3 Kil. broad, on the N. bank of which towers the Skaala (p. 188). The S. shore, which we skirt, is mostly well cultivated, but monotonous. Stations *Midtet* and *Myklebostad* (good station for 'Boot-skyds'), with the church of *Vistdal*, on a little bay, from which the *Vistdal* runs inland. On the bank are several boat-houses *(Nøst);* in the background high old coast-lines and the snow-clad *Vistdalsfjelde*. The steamer passes the entrance of the Eirisfjord and calls at *Eidsvaag* (p. 188), at the E. end of the Langfjord.

The steamer now turns back for a short distance, rounds the *Næs*, and enters the ***Eirisfjord**, which stretches 10 Kil. S.E. from the end of the Langfjord. Before us rise the imposing **Skjorta* (5620 ft.) or *Hvitkua* ('white cow'); below it are the *Strandelvsfos* and the *Drivafos*, a thin thread of water. Farther to the right are the abrupt Gogsøre and the Meringdalsnæbba (see below). The steamer calls at *Bogge* (p. 188), on the E. bank, and soon after reaches —

Nøste, or *Eirisfjordsøren* (*Eikisdal Hotel*, praised, R., B., S., each $1^1/_4$, D. $1^1/_2$ kr.).

To Sten on the Isfjord (about 8 hrs.), see p. 185. — *Henning Helgesen* is reputed a good guide.

From Nøste a road ascends the fertile valley watered by the *Eikisdalselv*, usually called the *Siradal*, and flanked with high mountains. We pass ($^1/_2$ hr.) the *Eirisfjordskirke* or *Sirakirke*. At

Torhus, a little beyond it, where the route to Sten diverges, our road forks, both branches leading to the Eikisdalsvand. The one to the right emerges by the gaard of *Aasen;* that to the left, crossing to the right bank of the river, ends at Øveraas. The latter skirts the imposing *Gogsøre* or *Goksøira* (4325 ft.), which conceals the Skjorta. The top of the old moraine separating the Eikisdalsvand from the Siradal, the only break in which is made by the little stream, commands a fine view of the valley and the fjord behind us. On the S. side of the moraine, 1 hr. beyond the church, we reach the gaards of —

8 Kil. (from Nøste) **Øveraas** (good quarters), at the N. end of the Eikisdalsvand.

The ****Eikisdalsvand** (197 ft.; steamer and small boats, see p. 188; boat to the steamer 10 *ø*.) fills a narrow rocky cleft about 18 Kil. in length. On both sides tower snowy and ice-clad mountains enlivened with waterfalls. Even in August snow-patches stretch almost to the lake. At places, however, the slopes are clothed with pines and other trees, where bears still lurk. Hazel-nuts abound; they are collected about the end of September and are sold as 'Romsdalsnødder'. The lake is generally frozen over in winter, but the ice is seldom strong enough for driving on. Avalanches are frequent, and stones sometimes fall from the hills. Towards noon the lake is usually like a mirror, reflecting Fjeld and Fos in a curious double picture. The few dwellings on its banks are constantly menaced by the rocks above.

On leaving Øveraas we see at first only a small part of the lake. To the left are the precipices of the Gogsøre and the *Aashammer*. To the right the gaard of *Meringdal*, commanded by the *Meringdalsnæbba* and the *Sjødøla* (5610 ft.). The mountains soon recede, and the lake is in full view. High up on the left is the *Fløtatind* (5425 ft.). To the right the *Nyheitind* (5215 ft.) peers above the Sjødøla. To the left the waterfall of *Tongjem;* then the two gaards of *Viken* (whence a path leads to the Lilledal, p. 193), with the *Vikesaxel* (5970 ft.) above. On the W. side is the *Ævelsbræ*, above which is the imposing peak of the *Juratind* (5135 ft.; p. 186). Above the gaard of *Hoejm* gleam the snow-fields of the *Hoejmfjeld*, commanded by the *Hoejmtind* (5700 ft.). Farther on, to the right is the *Rangaatind* (5225 ft.), to the left the *Aagottind* (5215 ft.) and the *Bjørktind* (4355 ft.).

In front of the Rangaatind, at the head of the lake, to the right, we now see the ***Maradalsfos**, a superb waterfall of the *Mardøla*, descending from an upland dale some 2500 ft. above the sea, leaping 650 ft. down a sheer cliff, rebounding in spray from the rock below, and re-appearing in two arms to form another great fall lower down. A finer view of the fall is obtained by landing, but the lower fall only is accessible (fatiguing ascent of 3/4 hr.; from Utigaard and back about 3 hrs.). Farther on is another and apparently larger fall, leaping into the same basin, to the N. of the Maradalsfos.

The lake now trends to the S.E., and the gaard of Reitan comes in sight. Above the gaard is a beautiful veil-like waterfall, with the *Børfjeld* (4065 ft.) beyond.

The gaard of **Reitan** (good quarters at *Halvor Reitan's Inn*, bed 1 kr., B. 60, S. 70, D. 1 kr. 30 ø.) lies about 10 min. from the landing-place of *Eikisdal*, near the mouth of the *Aura-Elv*. About 10 min. farther up are the gaards of **Utigaard** (with 12 beds; young Utigaard is reputed a good guide) and *Opigaard* (fair quarters). — A pretty walk up the valley, passing some mills to the left below us, driven by a small stream that springs direct from the earth, brings us in 20 min. to the *Eikisdals Chapel* (351 ft.), where the pastor of Næsset (p. 188) holds service four times in summer. The path next leads to a bridge over the *Aura*, near which is a salmon-fishery.

The road leads farther up the valley, passing many pretty gaards, to *Finsæt* (11 Kil. from Reitan). Path thence (guide desirable, 1/2-1 kr.) to the **Aurestupe** or *Aurstaupa*, the falls of the Aura, issuing from the Aursjø.

From Nøste, from Øveraas, or from Reitan we may cross by difficult mountain-paths to *Sten* on the Isfjord (p. 185) in 10-12 hrs., with a guide.

From Reitan to Ormeim, in the Romsdal, 10-12 hrs. (guide necessary; cheaper at Finsæt than at Reitan). The ascent to the Fjeld is rather steep, especially for the first 2 hrs., following a brook and passing a waterfall opposite Reitan. At the top of the fjeld we traverse snow-fields, ford brooks, and pass several large lakes. Descent easier. No sæter until within 1/4 hr. of *Ormeim* (see p. 187).

From Reitan viâ *Tinsæt* to *Stuefloten* (p. 187), a long day's walk.

26. From Molde to Trondhjem.

Most travellers go from Molde to Trondhjem by steamer. But as the sea from the mouth of the Molde Fjord to Christiansund is often rough, many will probably prefer the route described below through the district of *Nordmøre*, combined with a visit to the fine scenery of the *Sundalsfjord* and the *Lilledal* or *Indredal*.

a. Sea Voyage.

29 S.M. Steamboat (Comp. 201, 75, 76) in 13-15 hrs. (fares 13 kr. 90, 8 kr. 80 ø.; note that the 'tourist steamers' 75 and 76 take cabin passengers only). The distances given below are from Molde to Christiansund, from Christiansund to Beian, and from Beian to Trondhjem.

Molde, see p. 182. — Soon after starting we steer N. into the *Julsund*. The islands of *Otterø* and *Gorsen* are passed on the left; the *Julaxel* (1810 ft.), on a headland, and later the pyramidal *Gjendemsfjeld* (2080 ft.) on the right. Leaving the *Moøfyr* to the left, the vessel rounds the promontory of *Bud* or *Bod*, connected with Molde by a local steamer (Com. 262) and by a road, and steers out to sea, unprotected by islands until it reaches Christiansund. Beyond the *Bodfjeld* we soon sight the headland of *Stemshesten* (2230 ft.), the S. boundary of the Nordmøre, and a little later the lofty *Tusterø* (2920 ft.; p. 192), to the N. of Christiansund. To the left lies the islet of *Fuglen* ('Bird Island'), with a signal; on the right are several gaards at the base of Stemshesten (*Stemme*, *Hanæs*, etc.). Fine view of the snow-mountains of the Romsdal. We next pass the lights of *Kvidholmsfyr* and *Hestskjærsfyr* (a white building) on the right, and then steer between the Kirkeland (right) and the Inland (left) to —

12 S.M. **Christiansund.** — Møllerop's Hotel, R. 1 kr. 25, D. 1 kr. 20 ø.; O. Trønæs's Hotel, small but good; landlady speaks English, German, and French.

British vice-consul, *Mr. Gram Parelius.*

Christiansund, the capital of the district of Nordmøre, an important fish-mart, with 10,400 inhab., lies on four islands, which enclose the harbour: *Kirkelandet*, to the S.W., with an old and a new church and the hotels; *Inlandet* to the E.; *Nordlandet* to the N., with a church and fine woods; and *Skorpen* to the W., with the bare drying-places for the 'klipfisk' (packed in 'Voger' of about 40 lbs. each and exported chiefly to Spain). Steam-launches ply between the islands. From the harbour we may ascend the street to the right, and then visit the *New Church*, with pretty promenades, and a fine view of the mountains to the S.E. Thence, past the *Old Church*, back to the harbour. The *Vagttaarn* is also a good point of view. — Off Christiansund, 20 Kil. distant, is the island of *Grip*, with a fishing population of 200.

Local Steamers abound. Thus to the *Sundal* and *Todalsøren* (Com. 266), see p. 193. To *Molde* and the *Romsdal* (Com. 264). To *Trondhjem*, see below.

Beyond Christiansund the coast is sheltered by islands, but the larger vessels at first keep to the open sea. To the left in the distance is the lighthouse of *Grip*. To the right the islands *Tusterø* (2920 ft.) and *Stabben* (2960 ft.), between which are seen the distant snow-mountains of the Sundal and the Eikisdal. We now steer within the islands. To the left the *Edø;* beyond it the low island of *Smølen*. To the right the *Ertvaagø*. Scenery now monotonous. Farther on, to the left, through the *Ramsøfjord*, we look out to the open sea. We next steer into the strait of *Trondhjemsleden*, between the mainland and the large island *Hitteren*, a haunt of deer, with the station of *Havnen*.

The only station at which all the large steamers call is —

15 S.M. **Beian**, at the entrance to the Trondhjems Fjord, whence travellers may go northwards without touching at Trondhjem (see p. 207). The scenery improves as we near our destination.

7 S.M. *Trondhjem*, see p. 194.

b. Overland Routes.

1. By Battenfjordsøren to Christiansund. — From Molde by (9 Kil.) *Strande* to (13 Kil.) *Eide*, see p. 188. Our road ascends towards the N. to (9 Kil.) *Fursæt*, and descends to (7 Kil.) *Battenfjordsøren*, at the S. end of the *Battenfjord* or *Botnfjord*, a station

of the Sundal steamer (see below), which carries us to Christiansund in 2 hrs. (twice a week). To catch the boat on the day we leave Molde, we start not later than 6 a.m., as the steamer at present starts at 2 p.m. on Tues. and Frid.

Failing the steamer, we drive on to (11 Kil.) *Gimnæs* (slow station; decent quarters); row thence (by 'boat-skyds') to (8 Kil.) *Fladsæt* (slow station), on the *Fredø;* drive across the island to (10 Kil.) *Bolgen i Kvernæs* (slow station); and lastly take 'boat-skyds' to (2 Kil.) *Christiansund.*

From Christiansund to Trondhjem, besides the large steamers which ply daily, two local boats (Com. 268) run almost daily, 9-10 hrs., entirely avoiding the open sea, steering to the S. of the large islands Tusterø, Stabben, and Ertvaagø, and through the *Vinjefjord.*

The Sundalsfjord is most conveniently visited in combination with the Eikisdalsvand (viâ Eidsvaag and Eidsøren, p. 188). It may also be visited from Christiansund by steamer (Com. 266; 3 times a week; to *Sundalsøren* in $6^1/_4$-$8^1/_2$ hrs.; pleasure-trip on Sundays). Stations *Kvistvik*, *Stensvig*, *Endresæt*, *Kværnæs*, *Gimnæs*, *Battenfjordsøren* (p. 192), *Øre*, *Torvig*, *Berge*, *Ødegaard*, *Gjul;* then in the Sundalsfjord itself, *Thingvold* (or *Koksvik;* see below), *Angvik* (see below), and **Eidsøren** (where the road from Eidsvaag ends; travellers from Eidsvaag who miss the steamer may row from Eidsøren to Sundalsøren, 22 Kil.); next, *Fjøseide*, *Jordal*, and **Øksendalen** (quarters at *J. Wirum's*, the Landhandler, and at *Peder Huseby's;* road to *Brandstad* 14 Kil., and fjeld-route thence to *Øveraas* on the Eikisdalsvand, about 12 Kil. more; p. 190); lastly *Opdøl* and *Sundalsøren.*

From *Opdøl* or *Opdal* (slow station) a road ascends the valley to *Nedredal* or *Nerdal* (quarters; fjeld-route to Todalsøren, see below). We then walk up the ***Inderdal**, by *Dalsbø*, to the tourist-station *Inderdal* (bed 75, B. 40, D. 70, S. 50 ø.), where guides for several fjeld ascents are to be had. The finest points are the *Skarfjeld* (6070 ft.), the pointed *Dalataarn* (4900 ft.; first ascended in 1889), and behind it the *Taarnfjeld* (6103 ft.). — From Inderdal across the fjeld to *Storfale* in the Sundal (p. 68), 5-6 hrs.

Sundalsøren (quarters at the Landhandler's) lies at the mouth of the *Sundal* (p. 68), amidst grand mountain-scenery. The *Grøvnibba* and the *Hofsnæbba* to the N. and the *Kalken* to the S. rise to 5200-5600 ft. — To the W. of Kalken is the ***Lilledal**, also running inland from the Sundalsfjord, a wild rocky gorge resembling the Eikisdal. A road leads up the Lilledal to (14 Kil.) *Dalen*, whence we may cross, with guide, to Viken on the Eikisdalsvand (p. 190).

2. By Angvik and Ørkedal. — Uninteresting, except the first part. From Molde to (31 Kil.) *Istad*, see p. 188. Then the slow stations of (11 Kil.) *Heggeim* (655 ft.) and (11 Kil.) *Angvik*, a station of the Sundal steamer (see above), whence we steam or row across the *Sundalsfjord* to (6 Kil.) *Koksvik i Thingvold.* We then take 'land-skyds' to (7 Kil.) *Bølsæt*, and 'boat-skyds' to (7 Kil.) *Stangvik* (good quarters), a station of the Christiansund and Todal steamer. Then drive to (15 Kil.) *Aasen*, near the steamboat-station of *Surendalsøren.*

The steamer from Christiansund plies to Surendalsøren three times and to *Todalsøren* twice a week (Com. 266). Fjeld-route from Todalsøren to Nedredal, 5 hrs. (guide 4 kr.), see above.

From Aasen we drive to (10 Kil.) *Haandstad* (74 ft.) and (15 Kil.) *Kvammen*, where the grand *Foldal* opens to the S. — 10 Kil. *Foseide*, beyond the church of *Rindalen* (470 ft.); 14 Kil.

Garberg, the first place in Søndre Trondhjems-Amt; 19 Kil. *Aarlivold* (good quarters).

12 Kil. *Bak i Ørkedalen* (8 Kil. from *Ørkedalsøren*, p. 69); 13 Kil. (pay for 15) *By*; 12 Kil. *Saltnæssanden*; 12 Kil. *Esp* or *Heimdal*, a station on the Christiania and Trondhjem railway (p. 74).

27. Trondhjem and its Fjord.

'Det er saa favert in Trondhjem at hvile'
'Tis so pleasant in Trondhjem to dwell.
(Burden of an Old Song.)

Arrival. The Railway Station lies to the N. of the town, by the harbour. The large Steamers are berthed at the W. quay of the Nedre Elvehavn. Carriages and porters ('Bybud') with hand-carts ('Triller') await the trains and the steamers. — Bergenske and Nordenfjeldske Steamboat Office (Pl. 12), Kjøbmansgaden 52, near the Bratørbro.

Hotels. *Britannia (*P. A. Clausen;* with garden), Dronningens-Gade, *Angleterre (*E. G. Thane*), Nordre-Gade; charges, R. from $1^1/_2$ kr., L. 40, A. 40, B. from 1 kr. 40 ø. to $2^1/_4$ kr., D. 3, S. 2 kr.; baths at both. — *Grand Hotel, corner of Krambod-Gaden and Strand-Gaden, R., L., A. from 2, D. $2^1/_2$ kr., with good restaurant; Hôtel Nordkap (*P. E. Eide*), Strand-Gade 6, R., L., A. from 2 kr. 25 ø., B. $1^1/_2$, D. 3 kr.; *Victoria (*v. Quillfeldt*, a German), Dronningens-Gade 64, R. 2, D. 2 kr.; Scandinavie, Bratørgaden, at the harbour. English is spoken at all.

Restaurants at the hotels. Also at the *Grand Café*, next door to the theatre; *Hjorten*, in the suburb of Ihlen, with concerts; *Bodega*, at the Spanish Consulate (J. Hartmann), Strandgade. Beer at all.

Cabs in the Torv: per drive within the town, for 1, 2, 3, 4 persons, 50, 70, 90 ø., or 1 kr.; per hour 1.20, 1.50, 1.80, or 2.10 kr. Carr. and pair one-half more. No tariff for the environs. Other carriages at *Hansom & Co.'s*, Kongensgade, by the theatre. Skyds-station, Kongensgade 75.

Tourist Offices. *T. Bennett*, Dronningens-Gade 12; *F. Beyer*, Strandgade 36; *Trondhjems Tourist Office* (Tønsæth), Strandgade 2.

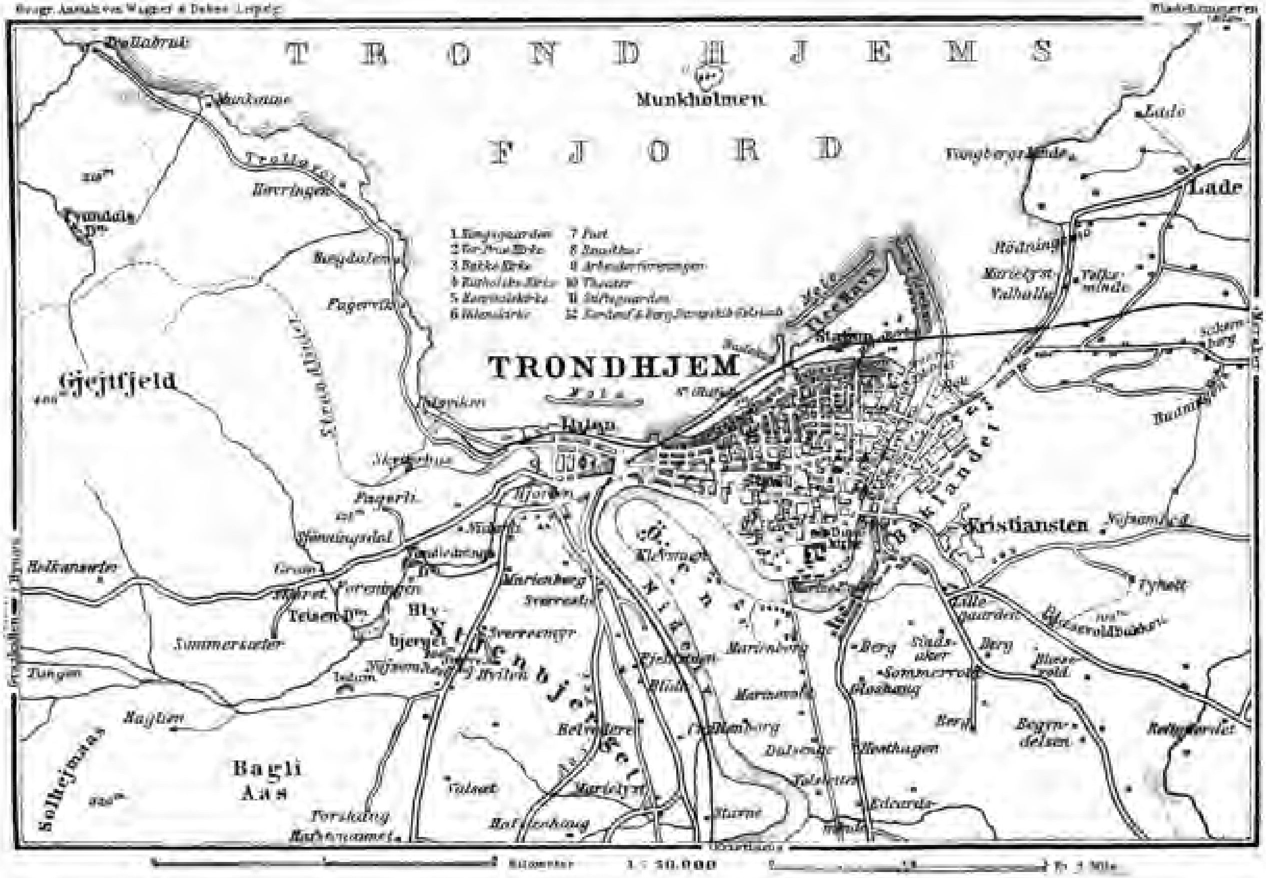
Post and Telegraph Office (Pl. 7) in the Nordre Gade, opposite the Fruekirke (Pl. 2).

Banks (open till 1 p.m. only). *Norges Bank*, corner of Kongens-Gade and Kjøbmands-Gade; *Privatbank*, Søndre-Gade; *Nordenfjeldske Credit-Bank*, corner of Dronningens-Gade and Søndre-Gade; and several others. Money may also be exchanged at *Mr. R. F. Kjeldsberg's*, the British vice-consul, corner of Strand-Gade and Søndre-Gade, and at *Mr. Claus Berg's* (firm of *Lundgren's Enke*), the American consular agent, Munkė-Gade, corner of Torv.

Consuls. British and American, see above. German, *A. Jenssen junr.*, Kjøbmands-Gade; French, *H. T. Gram*, Søndre-Gade; Austrian, *Ch. Thaulow*, Strand-Gade. Also Danish, Russian, and others.

Baths. Warm, shower, vapour, and Turkish at Dronningens-Gade 1, corner of Krambodveiten. — *Sea Baths* (for gentlemen 10-$2^1/_2$ and 6-8 o'clock) to the W. of the railway station, 20 ø., towel 10 ø. (ferry 5 ø.).

Shops. Preserved meats, Cognac, etc., at *Kjeldsberg's* and at *Lundgren's Enke's* (see above). A cheap spirit of local repute is 'Lysholmer' (wholesale at *J. B. Lysholm's*, Strandgade 26). — Furs, Antiquities, etc. at *Joh. Bruun's*, Strand-Gade 37, one of the best shops of the kind in Norway; eider-down 20-24 kr. per lb.; eider-down quilts 80-200 kr.; bear-skins 120-450 kr., according to size, colour, etc. — Carved wood, 'Tolle-knive', etc., at *L. Hansen's*, Strandgade 37, next door to Bruun; *Blikstad's*, opposite the Victoria Hotel; good and cheap at the depôt of the 'Tugthus' (house of correction), Kongensgade 85. — Ornaments, copies in repoussé and chased work of the figures in the cathedral, etc., at *H. Møller's*, Dronningens-Gade 28. — Booksellers (photographs, maps, etc.): *A. Brun*, Kongens-Gade, corner of Nordre Gade, opposite the post-office; *A. Holbæk Eriksen*, Strandgade 17.



TRONDHJEMS FJORD
Munkholmen
TRONDHJEM
Gjetfjeld
Kristiansten
Lade
Bagli Aas
Munkmne
Herringen
Fagervik
1 : 50.000

Trondhjem, or *Throndhjem* (pron. Trŏnjĕm), German *Drontheim*, with 25,050 inhab., is the northernmost of the larger European towns, being situated in 63° 30′ N. lat., the same latitude as the S. coast of Iceland. In summer the climate is like that of the S. of England, in winter like that of Dresden. The river Nid is rarely frozen over, the fjord never. Hence the rich vegetation. Many of the townspeople are wealthy, and they have long been noted for their kindly disposition. The district is called *Trøndelagen*, its inhabitants *Trønder*.

The town lies on the *Nidarnæs*, a peninsula in the shape of a fig or a harp, formed by the fjord on one side and the Nid on the others. At the bend of the river, where it comes close to the fjord, forming the isthmus of the peninsula at the W. end of the town, lies the suburb of *Ihlen*, under which runs a short railway-tunnel. The river then turns sharply to the S.E. and sweeps round the peninsula to its mouth at *Bratøren*. To the E. of the town, on the right bank of the Nid, is the suburb of *Baklandet* ('hilly land'). To the E., S., and S.W. rise picturesque heights: E. the *Blæsevoldbakke* (p. 198), terminating in the spur of *Hladehammeren;* S. and S.W. the *Stenbjerg*.

History. Down to the middle of the 16th cent. the name of the town was *Nidaros* ('mouth of the river Nid'; *Aa*, *Aar*, signifying 'river', and *Os*, 'estuary') or *Kaupanger i Trándhjem* ('merchant-town in Trondhjem'). Like Upsala in Sweden, Trondhjem, the 'strength and heart of the country', is the cradle of the kingdom of Norway, and it was here, on Bratøren, that the Norwegian kings were elected and crowned. Here, too, met the famous *Ørething.* So early as 996 *Olaf Tryggvason* founded a palace, to the S. of Bratøren, and a church which he dedicated to St. Clement. *St. Olaf*, who is regarded as the founder of the town (1016), revived the plans of Olaf Tryggvason, which had been neglected after his death, and after the death of 'the saint' at the battle of Stiklestad (1030) a new impulse was given to building enterprise. For his remains were brought to Trondhjem and buried there, but afterwards transferred to a reliquary and placed on the high-altar of *St. Clement's Church*, where they attracted hosts of pilgrims. The St. Olaf cult gradually made Trondhjem one of the largest and richest towns in Norway, and gave rise to the erection of the cathedral and no fewer than fourteen other churches and five monasteries. At a later period terrible havoc was caused by civil wars, pestilence, sieges, and fires; and the pilgrimages, so profitable to the town, were put an end to by the Reformation. The reliquary of the saint was removed by sacrilegious hands from the altar in the octagon of the cathedral-choir, and his remains were buried in some unknown spot; and most of the churches and monasteries were swept away. In 1796 the population numbered 7500, in 1815 not above 10,000, in 1835 about 12,900, and in 1891 it reached 25,050. The town owes much of its modern prosperity to the railway which connects it with Christiania, and expects further benefit from the line recently completed between Trondhjem, Sundsvall, and Stockholm.

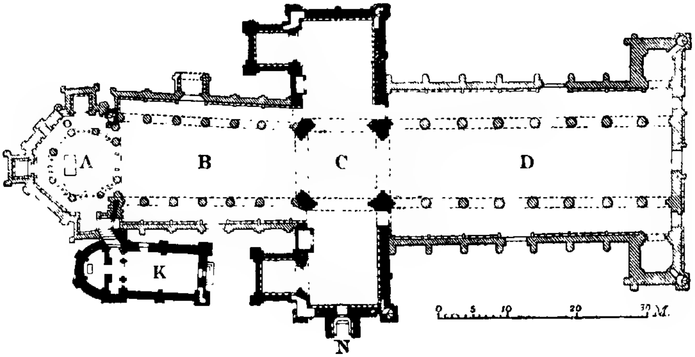
The Streets are widely (100-120 ft.) built in order to diminish the danger of fire, and generally intersect each other at right angles. Most of the houses are of timber. The streets running from N. to S. command views of the beautiful fjord with the island of Munkholmen. The chief are, beginning on the E. side, parallel with the river, the *Kjøbmands-Gade*, the large warehouses in which are supported by piles sunk in the river; then the *Nordre Gade*, the *Munke-Gade*, the *Prindsens-Gade*, and others. Parallel with the harbour, beginning on the N., are the *Fjord-Gade*, the *Strand-Gade*, the *Dronningens-Gade*, the *Kongens-Gade*, the *Vestre-Gade* (now *Erling Skakkes Gade*), and the *Østre-Gade* (now *Bispe-Gade*).

In the centre of the town is the MARKET PLACE *(Torvet)*, where the Munkegade and the Kongensgade cross. In the former, a little to the N., is the *Stiftsgaard* (Pl. 11), the residence of the 'Stiftsamtmand' (president or governor of the province), and used as a royal palace on the occasion of coronation festivities. In the Kongensgade is the *Fruekirke*. Beyond it is the 'Park', embellished with a small bronze statue of the famous *Admiral Tordenskjold*, who was born in Trondhjem in 1691 (by Bissen). Opposite, to the N., is Kongensgade No. 4, erected in 1882, containing the *Savings Bank*, the premises of the *Kunstforening* (entrance from the Apothekerveita; Sun. & Wed., 12-2, 25 ø.), and the *Fisheries Museum* (entrance from the Søndre Gade; Sun. & Wed., 12-12$^1/_2$ o'clock).

At the S. end of the Munkegade rises the ***Cathedral,** in plan and in execution the grandest church in Scandinavia. The original church, built by king *Olaf Kyrre* over the tomb of *St. Olaf* (comp. p. 195), was considerably enlarged after the erection of Trondhjem into an archbishopric in 1151. *Eystein* (1161-88), the third archbishop, who in consequence of a quarrel with King Sverre (p. xlv) had fled to England and remained there three years, afterwards returned and built the present transept on the site of the former nave (see Ground Plan C), with a tower in the centre, and the *Chapter House (Pl. K), both in the late Romanesque style under English influence. To these Eisteinn's successor added the *Choir (Pl. B), terminating in an exquisite octagonal apse (Pl. A), which covered the revered relics of St. Olaf, the chief treasure of the church. We find here developed, with the aid of favourable material (bluish chlorite slate from quarries $^1/_2$ hr. E. of Trondhjem, and marble from the quarries of Almenningen, p. 207), all the decorative splendour of early Gothic, mingled with Romanesque features, with traces of elaborate classical treatment, and indications of exuberant imagination. During a fourth building period, 1248-1300, was added the grand Nave (Pl. D), also in the Gothic style, but with stronger leanings towards English models. The cathedral has been repeatedly injured by fire, in 1328 so seriously that the greater part of the choir had to be rebuilt. In 1432 it was struck by lightning. In 1531 occurred a terrible fire which destroyed both the cathedral and the whole town. The adoption of the Reformation in 1537 caused the work of restoration to be limited to the most urgent repairs. In 1708 and 1719 the church was again ravaged by fire. Since 1869, when the E. part had been re-roofed, while the W. part from the transept onwards lay in ruins, the cathedral has been undergoing thorough and judicious restoration under the able superintendence of the architect *Hr. Christie.* The chapter-house and the choir with its octagonal apse are now completed. The restoration of the remainder will probably take several more decades, but will doubtless be accomplished, as the Norwegians are justly proud of this great national monument, and as funds are provided by the state, by the Trondhjem Savings Bank, and by private subscription.

The INTERIOR is open to the public 12-1½ and 6-7½ o'clock, on Sundays 1-1½ only (donation to funds expected); at other times to ticket-holders. (Tickets are sold by the booksellers mentioned above: 1-2 pers. 2 kr., 3-8 pers. 4 kr.)

The N. Portal (Pl. N.; opposite the Munkegade) admits us to the TRANSEPT (Pl. C), partitioned off for the present for the Sunday services. A door to the left leads into the CHOIR (Pl. B), the restoration of which



GROUND PLAN of the Cathedral: Romanesque parts black, Gothic parts shaded.

was completed in 1891. The marble columns contrast beautifully with the chlorite slate walls. The octagonal APSE (Pl. A) is particularly rich. The silver reliquary of the saint once preserved here, 225 lbs. in weight, was removed to Copenhagen at the time of the Reformation. From the ambulatory a side-door leads to *St. Olaf's Spring* (Pl. o), which probably determined the site of the church. On the opposite side of the apse is the Romanesque CHAPTER HOUSE (Pl. K), where English Church service is held on Sundays. We may also visit the NAVE (Pl. D; reached by a passage from the choir), the restoration of which is scarcely begun.

In the 11th and 12th centuries the cathedral was the burial-place of the kings, and several were afterwards crowned here. By the constitution of Norway (1814) the kings must be crowned here, and this was done in the case of *Charles XIV. John* (Bernadotte) in 1818, *Oscar I.* in 1844, *Charles XV.* in 1860, and *Oscar II.* in 1873.

To the S. of the cathedral is the *Churchyard*, many of the graves in which, in Norwegian fashion, are adorned with fresh flowers every Saturday. Adjacent is the *Marine Arsenal*, on the site of the old *Kongs Gaard* (Pl. 1) and of the residence of the archbishops, containing an interesting collection of Norwegian weapons (apply to the sentinel).

The Academy of Science *(det kgl. norske Videnskabers Selskab)*, Erling Skakkes (formerly Vestre) Gade 47, founded in 1760, once numbered Schøning, Suhm, Gunnerus, and other learned men among its members. It possesses a library of 60,000 vols., large natural history collections, and antiquities from Trondhjems-Stift (adm. daily 1-2). An ancient 'Stavekirke' has recently been re-erected here.

WALKS. — Towards the EAST we may cross the upper bridge over the Nid (the *Bybro*, E. of the cathedral) to the suburb of *Baklandet*, and thence, by a path to the left, ascend to ($^1/_4$ hr.) the fortress of ***Christiansten** (236 ft.), which was erected in the 17th century. The fire-station, marked by a flagstaff, affords a picturesque view of the town and environs, especially by morning light. — From the *Blæsevoldbakke* (358 ft.) the view is more extensive, but there is no point which commands a complete survey. — Passing through the suburb of *Baklandet*, where we observe large engine-works and a shipbuilding-yard, we may go towards the N.E., across the Meraker railway (p. 199), to ($^1/_2$ hr.) *Hladehammeren* ('Hammer', headland).

Towards the WEST the town was formerly enclosed by fortifications. On their site rises the modern *Ihlenskirke* (Pl. 6), built of blue chlorite slate. Beyond the church is the suburb of **Ihlen** (10 min. from the Torv), with a Rom. Cath. church and hospital (Pl. 4). On the fjord are large timber-yards and a saw-mill.

A picturesque view of Trondhjem, with the winding Nid in the foreground, the hills to the E., and the extensive fjord, is obtained from ***Aasveien**, a new road ascending the slope of the *Stenbjerg* (see Map, p. 195; evening light best). On the Stenbjerg are several villas. The blunted summit, near which another road passes, was once crowned with a castle of King Sverre *(Sverresborg)*.

Passing Hjorten, a pleasure-resort at Ihlen, on the left, a road ascends to the W. On the slope of the hill we observe several old coast-lines (p. xxix). The higher we ascend the finer becomes the *View we obtain, looking back towards Trondhjem and the fjord and the snow-mountains on the Swedish frontier. Beyond *Gramskaret* ($^3/_4$ hr. from the church of Ihlen), where we pass through a gate, the view to the E. disappears. Before us, in 10 min. more, appears the top of **Graakallen** (1840 ft.), to which two paths ascend to the left: one 20 min. from Gramskaret, leading by *Tungen* and the *Fjeldsæter*; the other 10 min. further, passing *Tempervold* and the *Kobberdamm*. The 'Varde' on the top ($2^1/_2$-3 hrs. from the Torv of Trondhjem) commands an extensive survey of fjord and fjeld. A tourists' hut has lately been erected here by the 'Turistforening' of Trondhjem.

The same tourists' club has also made a path, bad at places, which diverges from the road to the right, 12 min. beyond Tempervold, leading round the *Gjeitfjeld*, mostly through underwood, and afterwards overlooking the fjord; then passing the old coast-lines and descending by the rifle-range (*'Skytterhuset'*) to Ihlen.

The *Trollavei*, running N. from Ihlen, and affording fine views of the fjord, leads to (5 Kil.) the iron-foundry of *Trollabruk*.

In the fjord, about $1^1/_2$ Kil. to the N. of the town, lies the fortified island of **Munkholmen** (by boat in 20 min.; fare $1^1/_2$-2 kr., but bargain advisable; admission free; a soldier acts as guide). This 'Monks' Island' was once the site of a Benedictine monastery, founded in 1028, of which the lower part of a round tower is the only relic. *Count Peter Griffenfeld* (P. Schumacher), the minister of Christian V., was confined in a cell here from 1680 to 1698. The island is described by Victor Hugo in his 'Han d'Islande'. Beautiful view from the walls of the fortress. Old guns, gun-carriages, etc. Small lighthouse.

The Excursion to the two falls of the Nid near the gaard of *Leren*, about 5 Kil. S. of Trondhjem, will repay those who have time to spare (a drive of about 3 hrs. there and back). The road leads S. from the suburb of Baklandet. (Carriage with one horse 8, with 2 horses 12 kr.; cariole 5 kr.) Or we may go by train to *Selsbœk* or *Selsbak* (6 kil.), where the slow trains stop if required, and walk thence to the falls (15-20 min.). The lower or **Lille Lerfos** is 76 ft. high. The upper or **Store Lerfos**, though higher, is broken by a mass of rock about halfway across, and has no sheer fall. The best survey is from one of the windows in the saw-mill overhanging the seething waters on the right bank. A rough path descends to the foot of the fall. The path from the lower to the upper fall is not easy to find.

An Excursion to the Sælbo-Sjø takes two days. 1st Day, by railway to *Heimdal* (p. 74), and walk thence to *Teigen*, or drive (skyds-station at *Esp*, 3 Kil. distant) to *Brøttun* (17 Kil., pay for 21), both situated at the W. end of the **Sælbo-Sjø** or *Selbu-Sjø* (525 ft.), a fine sheet of water, 29 Kil. long, on which a small steamboat plies five times weekly in summer (Com. 370). On the S.E. bank of the lake, near the church of *Sælbo*, and by the mouth of the Nid which descends from the *Tydal*, lie *Marienborg* and the *Sælbo Sanatorium* (landlord speaks English; good shooting near), where we spend the night. — 2nd Day, row (7 Kil.) or drive (15 Kil.) to *Sesaas* on the N. bank, and drive by (7 Kil.) *Fuglem* and (12 Kil.) *Viken* to (12 Kil.) *Hommelvik* on the Meraker railway (see below).

From Trondhjem to Storlien (*Östersund*, *Stockholm*).

106 Kil. Railway (*Merakerbane*) in $4^1/_2$-$5^1/_2$ hrs.; two trains daily (fares 5 kr. 30, 3 kr. 30 ø.). To Hommelvik in 1 hr., seven trains (fares 1 kr. 10, 80 ø.).

The train crosses the Nedre Elvehavn and the fjord by a long bridge. To the right lies the suburb of Baklandet; then, on the left, the church of *Lade*. Beyond (3 Kil.) *Leangen* is the lunatic asylum of *Rotvold*, on the left. We now skirt the fjord, here called the *Strindenfjord*, and, farther on, the *Stjørdalsfjord*. 7 Kil. *Ranheim*; 15 Kil. *Malvik*.

23 Kil. **Hommelvik** (small inn), with an iron-foundry and a brisk trade in timber. (Road to the Sælbo-Sjø, see above. Fine view from the hill about 1 hr. inland.) Short tunnel.

32 Kil. *Hell*, at the mouth of the *Stjørdals-Elv*, which a bridge

crosses to the skyds-station of *Sandferhus*. The line now runs inland, ascending the left bank of the Stjørdals-Elv. 42 Kil. *Hegre*, near the mouth of the *Forra*, which descends from the N.E.; 57 Kil. *Floren*; 72 Kil. *Gudaa* (279 ft.), where we cross the *Reinaa*. A tunnel. Then a considerable ascent, and across the Stjørdals-Elv, to —

81 Kil. (50 M.) **Meraker** (722 ft.), a thriving and prettily situated little town, the last station in Norway. Beautiful view from the station. Near it an old copper-mine. — The line ascends rapidly. The district becomes lonely, the vegetation scanty. The Åreskuta (p. 326) and other snow-mountains of Sweden appear in the distance. We cross the Swedish frontier, 1825 ft. above the sea-level, and reach —

106 Kil. *Storlien* (1945 ft.; Rail. Rest.; see p. 327), the continuation of the line beyond which is Swedish (R. 55). Swedish time is 18 min. in advance of Norwegian.

From Trondhjem, by Stenkjær, Snaasenvand, and Fiskumfos, to Namsos.

STEAMER from Trondhjem to *Stenkjær* daily in 6-11½ hrs. (fares 4 kr. 5, 2 kr. 5 ø.). — ROAD from Stenkjær to (12 Kil.) *Sunde* (or *Nøstvolden*), with fast stations (tariff III). — STEAMER on the Snaasenvand from Nøstvolden to *Seem* or *Sem* (Com. 375) twice a week in 4½ hrs. (fare 2 kr. 10 ø.). — ROAD from Sem to *Fiskum* 67 Kil., and thence to *Namsos* 71 Kil. (fast stations, tariff III).

While this is a fine route, the distances are great and the steamers do not always suit. so that it takes four days at least, especially if the beautiful land-route from Levanger to Stenkjær is preferred to the steamer. The route is best combined with a trip to the N. Note also that the Fiskumfos is not in full force after the middle of July.

The STEAMER steers between the *Tutterø*, with the ruins of the monastery of *Tautra*, and the mainland *(Frosten)*, E. to *Holmbjerget*, and across the fjord N.W. to *Lexviken*. It then recrosses to *Ekne* on the E. bank, whence it steers N. to the large *Ytterø* (with the parish of *Eid*). *Holsanden* here is sometimes touched at. At the station *Hokstad* on this island are extensive mines of pyrites. The vessel then steers to (4½-4¾ hrs. from Trondhjem) —

Levanger (*Backlund's Hotel; Marienborgs Hotel;* both good), a prettily situated little town with 900 inhab., almost entirely burned down in 1877, but since rebuilt.

FROM LEVANGER TO SWEDEN a road with fast stations. 14 Kil. (pay for 15) *Næs;* 11 Kil. *Garnæs;* 19 Kil. *Sulstuen* (good station); 22 Kil. (pay for 33) *Skalstugan* (good quarters), the first Swedish station. From this point we may walk (with guide) to the *Skalsjö* (1930 ft.), cross this lake by boat, and ascend the Fjeld (no proper path) to an *Encampment of Lapps*, to be found here in summer. The Lapps, unspoiled here by intercourse with strangers, migrate from time to time, but are generally to be found within 3-4 hrs. from Skalstugan. Gloves and veils should be taken to keep off the mosquitoes.

From Levanger to Stenkjær the steamer takes 4¾-6¾ hrs. more. *Stenkjær*, see p. 201.

The Road from Levanger to Stenkjær (about 50 Kil.; skyds-tariff III), passing through beautiful scenery, is preferable to the steamer. It leads at first E. to —

12 Kil. *Værdalsøren*, on the left bank of the *Værdalselv*. A road on the right bank ascends to (4 Kil., pay for 5) the gaard of *Stiklestad* (good quarters) and the church of *Værdal*, built in memory of the battle of 29th July, 1030, in which St. Olaf was slain (p. xliii). Not far from the church is a height, with a small monument erected in 1805, which commands a pretty view.

From Værdalsøren our road leads past the church of *Salberg* (8 Kil. N.) and forks: to the right to *Røskje* (good quarters) and Stenkjær (30 Kil.), to the left via Strømmen to Stenkjær (34 Kil.). The latter branch is the finer route. It ascends the *Rolsbakker*, at the top of which, not far from the gaard *Øvre Rol*, we admire the view of the peninsula of Inderøen and the island of Ytterøen, of the *Borgenfjord* to the right and the *Ytterøfjord* to the left. We descend, pass the Amtmand's gaard of *Sund*, and cross a bridge over the strait between the two fjords to *Strømmen* (7 Kil. from Salberg; good quarters at the Landhandler's, P. Aas). The road then leads to the left to (2 Kil.) the new church and the station of —

17 Kil. *Sakshaug* (good quarters). The hill on which the old church stands is a fine point of view. Those who do not require to change horses at Sakshaug drive straight on from Strømmen (thus saving 4 Kil.). Well cultivated country. Road hilly.

11 Kil. *Kors*. Beyond it our road joins that coming from Røskje on the right.

11 Kil. **Stenkjær** *(Thorbjørnsen's Hotel; Haakenstuen)* is a small town with 1890 inhab., prettily situated at the mouth of the *By-Elv*, which descends from the Snaasenvand and is here crossed by a bridge.

From Stenkjær to Namsos (p. 208), 86 Kil. (skyds-tariff III): 15 Kil. (pay for 17) *Østvik* (good quarters), on the *Hjellebotn*, the inmost bay of the *Beitstadfjord*. Then across the watershed (300 ft.) to the Namsenfjord. 15 Kil. *Elden* (290 ft.); 18 Kil. *Rødhammer;* 16 Kil. *Bangsund* (22 Kil. from Namsos by water); 11 Kil. *Spillum*. From Spillum 3 Kil. more to the *Strømhylla Ferry;* thence we row across the fjord (4 Kil.) or drive (8 Kil.) to Namsos.

The road to the Snaasenvand ascends on the right bank of the Byelv, which forms a fall by the gaard of *By*, and then passes the *Reinsvand*, the *Fossumvand*, and a number of farms.

11 Kil. *Sunde* (good quarters) lies at the S.W. end of the **Snaasenvand** (78 ft.; 45 Kil. long), a beautiful sheet of water enclosed by wooded and rocky hills. On the N. bank runs a road with poor stations. We prefer the steamboat (p. 200; if available), the pier of which is at the gaard *Nøstvolden*, beyond the bridge, and which carries us in $4^1/_2$ hrs. to —

Sem or *Seem* (good quarters). — Thence by a beautiful, but hilly road (skyds-tariff III), round the E. end of the lake and across the *Snaasenheia* (807 ft.), to the valley of the *Sandøla*, which forms the fine *Formofos*, 20 min. to the right of the road (reached by a path). We descend on the left bank of the stream and skirt the E. slope of the *Gjeitfjeld* (2580 ft.).

28 Kil. (pay for 33) *Homo* (good quarters) lies on the left bank of the Sandøla, to the right of the road. We now leave the stream, which descends in windings to the *Namsenelv*, and reach the latter river about 5 Kil. from Homo. We cross it by a ferry, and on its right bank, 3 Kil. further, we reach the Namsos and Fiskum road, about $2^1/_2$ Kil. E. of Vie (see below). We follow this road to the E., past the church of *Grong*, to —

16 Kil. *Fossland* (197 ft.). We next ascend the marshy hill of *Spendmyren*, descend and cross the mouth of the *Gartlandselv*, and again ascend to the slope of the *Aurstadfjeld* (1355 ft.), passing the gaards of *Gartland* and *Aurstad*, where we enjoy a view of striking beauty. We now descend to the farm-buildings (good quarters) on the **Fiskumfos**, a fall of the Namsenelv, 105 ft. in height and of great volume (not unlike the Rhine Fall at Schaffhausen), but apt to dwindle towards August. The windows of the house afford a good view of the fall. A flight of steps made by the Tourists' Club descends to the foot of it. — About 1 Kil. farther on is the station *Fiskem* or *Fiskum* (17 Kil. from Fossland; good quarters).

From Fiskum to Namsos, down the wooded and well-peopled *Namsdal* (about 8000 inhab.), a long day's journey (9-10 hrs., excluding stoppages). Scenery fine at places.

17 Kil. *Fossland*, and thence to ($8^1/_2$ Kil.) the end of the road coming from the Snaasenvand, see above.

11 Kil. (from Fossland) *Vie*, a great resort of English anglers, the Namsenelv being considered the best salmon-river in Europe. The fishings are let. Nearly 1 Kil. further is the gaard of *Ler* (good quarters) at the foot of the *Holoklump* (1370 ft.). The road skirts the river and the base of the *Spanfjeld* (1560 ft.), and passes the old church of *Rauem*.

17 Kil. *Haugum*, in *Rauemsletten*, a tolerably well peopled district.

About 2 Kil. E. of Haugum a post-road diverges to the N., passing *Flasnes* (good quarters) and skirting the E. bank of the *Eidsvand*, to (11 Kil.) *Galgøften* and (11 Kil.) *Mørkved;* then past the church of *Høilandet* to (17 Kil.) *Flaat*, and down the *Rosendalselv* to (17 Kil.) *Kongsmo*, at the head of the inner Foldenfjord (p. 208).

The road traverses the marshy *Tramyr*.

11 Kil. *Hun*, not far from the church of *Skage*. We then skirt the left bank of the *Reinbjørelv*, cross it near its influx into the Namsenelv, and follow the broad Namsenelv, at the foot of the *Aalbergfjeld* to

15 Kil. *Namsos* (p. 208).

NORTHERN NORWAY.

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Communication with the Nordland is maintained by the steamers of the united companies *Bergenske & Nordenfjeldske Dampskibs-Selskab* (p. xvi). The Mail Steamers (Com. 202, Routes I, II, and III) ply throughout the year, leaving Trondhjem once weekly for Vadsø (Route I) and twice weekly for Hammerfest and the North Cape (Routes II & III). Besides these boats the Tourist Steamers (Com. 202, T) ply twice weekly from about the middle of June to the end of July. During the height of the season there are thus five opportunities weekly of starting from Trondhjem for the North Cape. Smaller steamers also ply from Bergen to the Lofoten Islands (Com. 203). Besides all these, several British vessels, carrying tourists only, start at least once weekly from *London*, *Hull*, *Leith*, etc. for the North Cape (see advertisements in the newspapers; or enquire of Messrs. T. Cook and Son); also several German from *Hamburg* and *Bremen*, and Danish from *Stettin*.

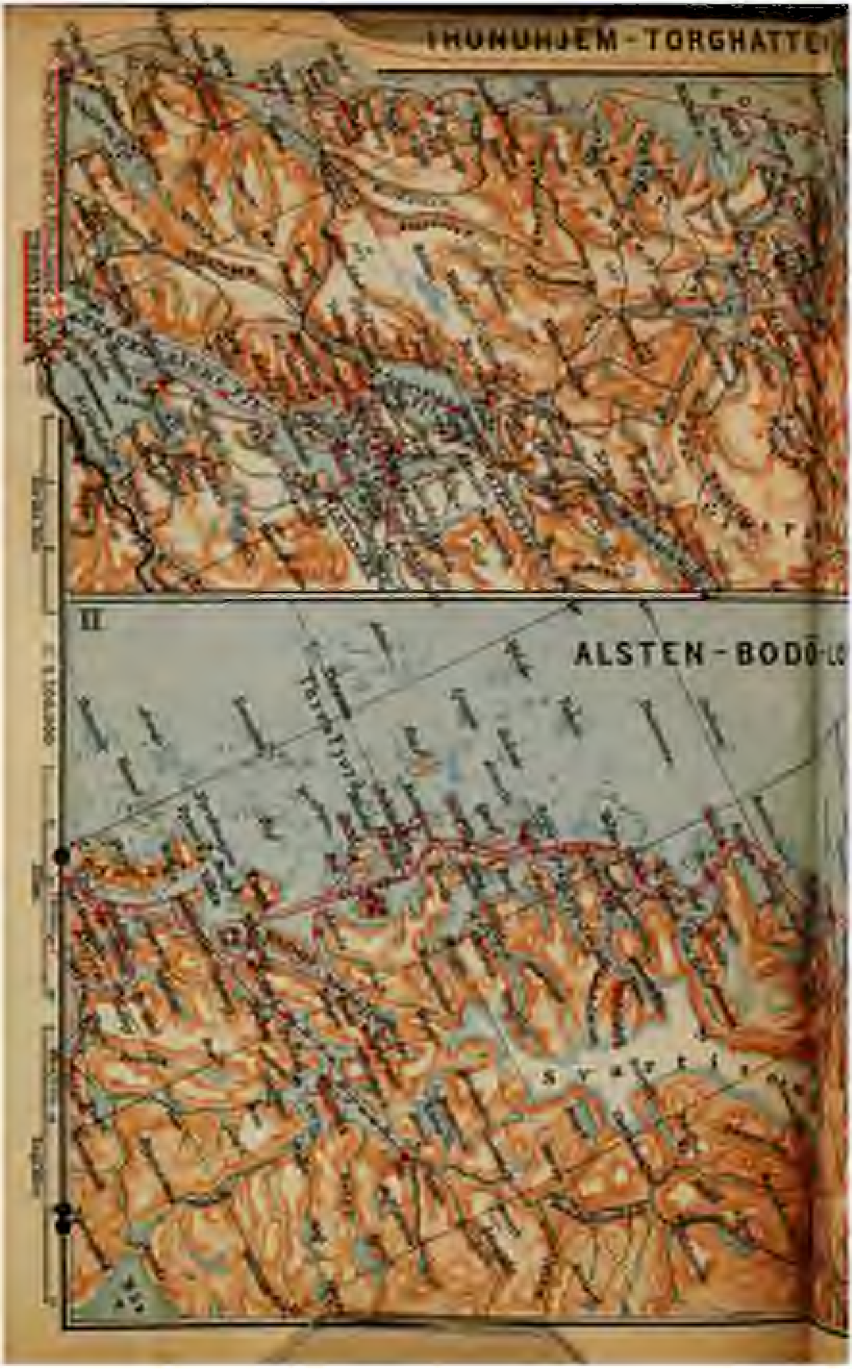
The Mail Steamers call at numerous stations, sometimes stopping longest at the least interesting, and take 2-3 days for the voyage from Trondhjem to *Bodø*, 2 days more to *Tromsø*, and another day (5-6 days from Trondhjem) to *Hammerfest*. Thence to the *North Cape*, half-a-day more, the mail-steamers (Routes II & III) are as convenient as the tourist-boats, except that they allow no time for an excursion to the sea-fowl resort of Sværholt

(p. 232). The mail-steamers take 10 days from Trondhjem to the North Cape and back. The steamers of Route I also go on some trips to the North Cape. The Vadsø steamers usually steer through the Magerøsund ($2^1/_2$ days from Hammerfest to Vadsø), but if desired, in fine weather, the captain will steer round the North Cape, though without landing. The steamer leaves Vadsø again two days after its arrival, and the whole voyage from Trondhjem and back thus takes about 17 days.

The Fares in the mail-steamers are reckoned by mileage, the first cabin, which is alone recommended, costing 40 ø. per Norwegian sea-mile. The fare from Trondhjem to *Bodø* (76 sea-miles) thus amounts to 30 kr. 40 ø., to *Tromsø* (125 M.) 50 kr., to *Hammerfest* (155 M.) 62 kr., to the *North Cape* (171 M.; fare calculated to Vardø) 80 kr., to *Vadsø* (210 M.) 84 kr. Family-tickets are granted at a considerable reduction (see p. xix), and return-tickets ('Tur og Retur') available for six months are issued at a fare and a half for distances of 10 sea-miles and upwards. Return-tickets, however, should be taken for sections only (Trondhjem-Bodø, Bodø-Svolvær, Svolvær-Tromsø, Tromsø-Hammerfest, Hammerfest-North Cape), as the journey may not be broken. Note also that return-tickets are available for the mail-steamers only, and not for the tourist-steamers. The best plan, as a rule, is to go to the North Cape without breaking the voyage, and on the way back to stop at *Hammerfest* (and ascend the Tyven), at *Tromsø* (and visit the Ulfsfjord and the Lyngenfjord), at *Svolvær* (station for excursions among the Lofoten Islands), and perhaps also at *Bodø* (and see the Saltenfjord, which however is worth visiting during spring-tides only). The traveller who takes the Tromsø-Amt steamer (p. 222) from *Harstadhavn* to Vesteraalen, and the Vesteraalen boat thence (see Com., and p. 220) to *Svolvær*, should of course take a single ticket from Svolvær to Harstadhavn; but from Harstadhavn to Tromsø he may take a return-ticket. — As to charges for food, see p. xvi. — Each steamer carries a small *Post Office*, which also undertakes the transmission of telegrams. The captain, mates, and post-office officials generally speak English.

The course of the Tourist Steamers (see time-tables issued by the agent mentioned at p. xvi) is usually as follows: — Dep. Trondhjem Mon. and Wed. at 9 p.m.; arr. at *Namsos* Tues. and Thurs. at 8 a.m.; arr. at *Torghatten* (p. 208) Tues. and Thurs. at 3 p.m.; arr. at *Henningsvær* Wed. and Frid. at 10 a.m.; then a splendid voyage through the Lofoten Islands; arr. at *Tromsø* early on Thurs. and Sat.; arr. at *Hammerfest* Frid. or Sun. at 8 a. m.; the *Fuglø* is passed about midnight; then through the Magerøsund to the sea-fowl headland of *Sværholt;* thence to the *North Cape* (p. 232), reaching it in the evening. — Return-voyage: Dep. North Cape on Sat. and Mon. mornings; arr. in the evening at the *Lyngenfjord;* arr. at *Tromsø* on Sun. and Tues. mornings, at *Svartisen* (Holandsfjord; p. 212) on Mon. and Wed. afternoons, and at Trondhjem on Tues. and Thurs. about noon. The whole trip from Trondhjem to the North Cape and back thus takes less than 9 days by the tourist-steamers.

The Fares in the Tourist Steamers for the whole voyage, including food, are as follows: — berth in a state-room containing one or two berths, 250-300 kr. (13*l.* 18*s.*; 15*l.*; 16*l.* 13*s.* 6*d.*), according to position and accommodation; cabin-fare, with a berth in the fore-cabin, 220 kr. (12*l.* 4*s.* 6*d.*). Steward's fee included in the fare. Single tickets, but not return-tickets, are issued for sections of the voyage. No reduction is made for families.


TRONDHJEM - TORGHATTE
II
ALSTEN - BODÖ-LO

LOFOTEN-HINDÖ
V E S T F J O R D E N

— Hr. Ludwig Hansen (p. 194) and the hotel-keepers at Trondhjem let comfortable cane-chairs for the voyage ($3^1/_2$ kr.).

The tourist-steamers are comfortably fitted up. But they are generally crowded, as they afford the easiest and speediest access to the sights of the Nordland; and the life on board, as in a large hotel, is apt to pall. Travellers, therefore, who have time, and who wish to see the people as well as the scenery, will prefer the mail-steamers, which are also well equipped, as they make frequent stoppages and give time for many interesting excursions.

One drawback to the Nordland voyage is the difficulty of getting rest. As there is scarcely an uninteresting point on the whole voyage, and as it is always day in the height of summer, the traveller is naturally anxious to see everything: but all who wish to avoid over-fatigue and nervous exhaustion should sleep for at least 4-6 hrs. after midnight and an hour or two after dinner. As the sofa-berths in the general cabin require to be vacated by 6 a. m., those who desire to sleep in comfort should secure a berth in one of the state-rooms. The traveller should therefore apply beforehand at the steamboat offices at Bergen or Trondhjem, or to one of the agents at Christiania, Hamburg, London, Newcastle, or Leith. On receiving a reply that the berths desired are still disengaged, the applicant should remit the amount of the fare at once, as otherwise the berth will not be reserved. Unless previously bespoken, a berth is rarely obtainable except in the general cabin. — As nearly the whole voyage is within the island-belt ('indenskjærs'), sea-sickness is rare.

The *Pilots* ('Lodsen'), as well as the captains and crews, are generally obliging and well informed. Two pilots navigate each vessel on the different stages of the voyage, one of them always being on duty. The sailors are generally a sober and hard-working class, and the traveller will often have occasion to admire their patience and perseverance in loading or discharging cargo.

The physical characteristics of the Norwegian coast will not fail to interest even the most experienced traveller. Weather, winds, fogs, the play of light and shade, the purity of the air, are all peculiar to the country. Even the Alpine tourist will be at fault here in trying to estimate distances. The animal kingdom is of extraordinary richness. The sea teems with cod, herrings, skate, and other fish. Narwhals 6-12 ft. long, dolphins which sometimes spring out of the water in a curve, porpoises, and other denizens of the ocean are seen (best from the bows of the vessel) disporting themselves in every direction, but whales are rarely visible. At certain places nestle swarms of eider-ducks, whose swimming and diving powers are very remarkable, enabling them to dive twenty fathoms or more for the little crabs and other crustacea on which they live. Everywhere the air is full of sea-gulls, which are often robbed of their prey by the skua *(Lestris parasi-*

tica, pomarina, cataractes), which, unable to fish for itself, compels them to drop their booty.

The most striking scenery extends from the Arctic Circle (the *Hestmandø*, p. 212) to the *Lofoten Islands* (R. 29) and the S. end of the *Hindø* (Lødingen), where stupendous mountains and glaciers are seen close to the sea. Of majestic beauty is the island scenery of the Arctic Ocean beyond Tromsø, by the *Fuglø* (p. 227) and the *Lyngenfjord* (p. 228). Beyond *Hammerfest* the scenery becomes severe and desolate. At the *North Cape* Europe terminates, and the Arctic regions begin. Thence to *Vadsø* there is a distinct falling off in the interest of the scenery.

The best Season for a cruise to the North Cape is between 20th June and 15th August. Before the middle of June the mountains are still covered with snow, and the vegetation in the valleys is not fully developed, and after the middle of August the nights become longer. The Midnight Sun, visible only within the Arctic Circle (66° 30′), is seen as follows: —

Places	*For the first time.*			*For the last time.*		
	Upper Margin	Centre	Whole Disc	Whole Disc	Centre	Upper Margin
Bodø	30th May	1st June	3th June	8nd July	10th July	12th July
Tromsø	18th -	19th May	20th May	22nd	24th	25th -
Vadsø	15th -	16th -	17th	26th	27th -	28th
Hammerfest	13th -	14th -	16th -	27th	28th -	29th
North Cape	11th -	12th -	13th	30th -	31st -	1st Aug.

Passengers by the tourist-steamers have three opportunities of seeing the midnight sun, once off the Fuglø (p. 227), again from the North Cape (p. 232), and a third time on leaving the Lyngenfjord, in the direction of the Fuglø. Passengers by the mail-boats usually see it from the North Cape only, as it is shut out by islands at other places; but a view of it may be obtained from Tyven, a hill near Hammerfest (p. 231), and also, down to 12th July, from the Løbsaas near Bodø (p. 213). It must, however, be remembered that a perfectly clear sunset is still rarer here than in lower latitudes, and that the northern horizon is very apt to be veiled in cloud and mist. The sublimity of the spectacle has been described by Carlyle, Bayard Taylor, and many others, while *Tegnér's* lines are remarkable for their simplicity: —

Midnattssolen på bergen satt
Blodröd till att skåda;
Det var ej dag, det var ej natt,
Det vägde emellan båda.

The midnight sun on the mountain lay
And blood-red was its hue;
'Twas neither night nor was it day,
But wavered between the two.

The Maps in this Handbook (four sections, the places where they join being indicated by corresponding marks; see p. ix), though of small scale

(1 : 1,500,000), show the usual courses of the steamboats and will probably suffice for most travellers. The course of the mail steamers is indicated by ————, that of the tourist-steamers by —.—.—. Several other interesting routes are marked – – – – – —. As mentioned at p. xxiv, the best of the larger maps is *Cammermeyer's Reisekart over det nordlige Norge* (scale 1 : 800,000; price 4 kr.).

The *Distances* between the principal stations are given as usual in Norwegian sea-miles (see p. lxxviii).

28. From Trondhjem to Bodø.

76 S. M. (about 310 Engl. M.). The actual course of the steamers is, however, much longer, varying according to the number of stations called at (45 in all). The Mail Steamers take 13-15 hrs. to reach *Namsos* (fare 12 kr. 40 ø.); 42-44 and on some voyages 48-52 hrs. to reach *Bodø* (fare 30 kr. 40 ø.). The Tourist Boats go to *Namsos* in about 11, to *Bodø* in about 30 hrs. (but see p. 213).

The mail-steamers leave Trondhjem at noon, the tourist-steamers at 9 p. m. The voyage through the outer Trondhjems-Fjord and along the coast beyond it is at first comparatively uninteresting. The first stations are *Rødbjerget*, with the ruined nunnery of *Rein*, on the N. bank of the fjord, and —

7 S.M. **Beian** (p. 192), where travellers from the S. may join the northward-bound steamers without going to Trondhjem. Beian lies at the end of the peninsula of *Ørland*, on the S.E. side of which stretches the *Skjørnfjord*. Near Beian is the gaard *Østeraat*, the scene of one of Ibsen's dramas.

The vessel now steers to the N., skirting the large peninsula of *Fosen*, formed by the sea and the long fjord of Trondhjem. To the W. are the islands of *Stor-Fosen* and the *Tarv-Øer*. — 2 S.M. *Udhaug*. — 3 S.M. *Valdersund*. The *Nordlandsjægte*, with their lofty bows, and rigged with a single square-sail ('Raaseil') and a topsail ('Skværsegl' or 'Topsegl'), are frequently seen here on their way to the 'Tydskebrygge' or German Quay at Bergen, deeply laden with dried fish.

3 S.M. *Stoksund*. To the N. are four caverns, the largest of which is the *Hardbakhul*, by the gaard of *Hardbak*. To the W. lie the *Linesø* and *Stokø*.

2 S.M. *Sydkraakø*. To the N.W. lies the island of *Almenningen*, containing the quarries which furnished the marble for Trondhjem cathedral (p. 197). Fish spread out on the rocks to dry begin to be seen here; in winter they are hung on 'Hjelder', or wooden frames. Eider-ducks abound. — 2 S.M. *Besaker*.

1 S.M. *Ramsø*. The black and white rings on the rocks ('Tøreringe'), resembling targets, indicate the position of iron stanchions for mooring vessels ('Mærker'). The maintenance of these rings ('Ringvæsen'), like that of the lighthouses and pilots ('Fyrvæsen', 'Lodsvæsen'), is under government. The number of lights required in the 'Skjærgaard' is, of course, very great. For the next two hours we traverse the open *Foldensjø*, where the water is often rough, which is prolonged towards the N.E. by the

Foldenfjord (not to be confounded with the fjord of that name to the N. of Bodø, p. 221).

5 S.M. *Bjørø*. Here, as in the Sognefjord and the Nordfjord, we often observe white marks on the rocks, which the salmon mistake for their favourite waterfalls and are thus decoyed into the nets.

Beyond Bjørø the steamer's course is again 'indenskjærs'. We now steer S.E. into the *Namsenfjord*, which is separated from the *Rødsund* to the N.E. by the long winding island of *Otterø*. The scenery improves as we ascend the fjord. Namsos does not come in sight until we have rounded the long promontory of *Mærranes*.

6 S.M. (from Trondhjem 31) **Namsos** (*A. Jensen's Hotel;* British vice-consul, Mr. *J. Sommerschield*), a town of 1850 inhab., charmingly situated on the N. bank of the *Namsenelv*, has been rebuilt since a great fire in 1872, which also destroyed a wood to the W. of the town. The *Church* stands on a rocky hill in the middle of the town. Busy timber-trade.

Excursion up the *Namdal* to the *Fiskumfos*, see p. 202.

From Namsos to Kongsmo. A small steamboat plies once a week to the **Indre Foldenfjord** (Comp. 285). Stations *Sørvik*, *Seierstad*, *Lund*, etc. From the terminus *Kongsmo* a skyds-road leads to Haugum (p. 202).

We now steer through the strait of *Lokkaren* and the pretty *Sørviksund*, past the E. and N.E. side of the Otterø. 3 S.M. *Foslandsosen*. Then through the narrow *Rødsund*, and across the partly unsheltered **Foldenfjord.** 4 S.M. *Apelvær*, a small island at the mouth of the *Indre Foldenfjord*. The steamer threads its way through a maze of islets, passing the *Nærø* on the right.

3 S.M. *Rørvik* (opposite telegr.-stat. *Nærøsund;* comp. p. 209), on the island of *Indre Vigten;* to the W. are *Mellem Vigten* and *Ytre Vigten*, on which rise the *Sulafjeld* (500 ft.) and *Vattafjeld* (565 ft.).

3 S.M. *Risvær*. — 2 S.M. *Fjølviken*.

To the left is the island of **Leka,** a prominent rock on the S. spur of which resembles a giantess. On the Leka lies the hamlet of *Skej*, at which the steamers sometimes call. Farther on we have a fine view of the rocks of Leka as we look back.

1 S.M. *Gutviken*, behind which rise the two *Heilhorne*. On the right opens the *Bindalsfjord*, the boundary between Nordre Trondhjems Amt and *Helgeland*, the *Halogaland* of early Norwegian history, which extends N. to the promontory of Kunnen (p. 213).

Twice weekly a local steamer (Com. 287), starting from Brønø (p. 209), plies up the many-armed **Bindalsfjord** to *Teraak* and *Heilstad*, near *Bindalen-Vatsaas*. Thence, towards the N.W., the long *Thosenfjord*, a huge mountain-cleft, extends to *Thosbotn* and *Gaard Thosdal*, from which the traveller may proceed with a guide to *Hortskarmo* in the *Sveningsdal*, and to *Mosjøen* on the *Vefsenfjord* (p. 210) in 1½-2 days. The ascent from Gaard Thosdal is extremely steep, and on the E. side of the mountain there is the troublesome *Gaasvas-Elv* to be forded.

The mountains now become more varied in form. To the N., 5 S.M. distant (about 2 hrs. by steamer), soon appears the island of *Torgen*, once the seat of the family of that name, with its curious hill called ***Torghatten** ('Torge's hat'; 824 ft.), which resembles a hat floating on the sea. The mail-steamboat stations nearest to the island are *Stensøen*, *Vik*, and *Sømnæs*, and a little beyond these *Kvalø* and Brønø (see below). The tourist-steamers (and sometimes the mail-steamers also) touch at the E. side of the island and land their passengers. A marshy and stony path (for which strong boots are advisable) ascends about halfway up the hill to (30-40 min.) the 'Hul' (or 'Hullet', 'the hole'), a huge natural tunnel 407 ft. above the sea. Its height at the E. entrance, where large masses of debris extending far into the interior are piled up, is about 65 ft., at the W. end 246 ft., and in the middle 204 ft.; total length 535 ft.; breadth 36-56 ft. The sides are mostly flat, and nearly perpendicular, and look at places as if they had been artificially chiselled. The view of the sea with its countless islands and rocks, seen through this gigantic telescope, is strikingly beautiful. The natives sell milk, lemonade ('Brus'), and 'Multebær'. The excursion takes $1^1/_2$-2 hrs.

As the steamer proceeds on her course we see through the hole in Torghatten from N.E. to S.W. (On the way back the tourist-steamers usually steer past the W. side of the island, enabling us to look through it from S.W. to N.E.) We steer through the *Brønøsund*, sometimes calling at *Kvalø*, to the important station of —

6 S.M. (from Gutviken) **Brønø**, the residence of the clergyman and the doctor of the district, with a telegraph-office. The telegraph is of great importance to the fishermen. At Brønø, if not already at Beian or Rørvik, are often seen fleets of herring-boats, the smaller being the fishing-boats, the larger destined for the cargoes. On the arrival of a *Sildstīm*, or shoal of herrings, the herring-fleet is at once telegraphed for, and is usually towed by steamers to the scene of action. At the same time supplies of salt and barrels, requisitioned by wire from every quarter, are sent by steamers chartered for the purpose. (Farther N. the chief herring-fishery stations are Selsøvig, Bodø, Lødingen, Harstadhavn, Gibostad, and Tromsø.) On the shore are often seen the cottages of the 'Strandsiddere', who live almost exclusively by fishing, while the inland settlers are called 'Opsiddere' or 'Nysiddere'.

From Brønø a visit may be paid to the grand **Velfjord**, on which a local steamer plies twice weekly (Com. 287), touching at *Rørø*, *Eidet-Sæterland* (at the entrance to the *Skillebotn*, where excellent marble is quarried), *Nævernæs*, and *Hegge* (good quarters at the landhandler's), near the church of *Nøstvik*. — From one of the innermost branches of the Velfjord, or *Store Bjørga* as it is here called, ascends the *Tidingdal*, suddenly rising, $^3/_4$ hr. from its mouth, in a terrace of 460 ft., over which falls the *Tidingdalsfos* in a single leap. — From the Velfjord to the N. diverge the deep and wild *Oksfjord* and the *Storfjord*.

All the steamboats pass the mouth of the *Velfjord*, on the S. side of which rises the huge *Mosaksele*, and on the N. the picturesque *Høiholmstinder* with the Andalshatt. To the W. lies the large island of *Vægen*, rising to 2300 ft., on which is *Rørø*. The mail-steamers either call at Rørø or steer between the *Havnø* and the mainland to *Forvik.* The tourist-steamers pass between the islands of Vægen and Havnø, in full view of the imposing Seven Sisters (see below), which have long been visible. To the E. towers the conspicuous *Finknæfjeld* (4330 ft.). On the right is the *Rødø*, a red rock, where some of the steamers call.

6 S.M. **Thjøtø**, a small island, formerly the property of *Haarek of Thjøtø*, a well-known character in early Norwegian history, lies at the mouth of the beautiful *Vefsenfjord*, which runs inland to the E. of the island of Alsten, and is entered twice weekly by the mail-steamers. The banks of the inner fjord are finely wooded. The steamer steers into the narrow S.E. bay, called *Vefsenbunden*, and stops at *Mosjøen* (Fru Schrøder's Hotel; Mr. H. P. Dahl, British vice-consul), a little town with 1150 inhab. and the large steam-sawmills of *Halsenøen*, *Drevjebruget*, and others.

From Mosjøen a good road leads to the *Tustervand* and to *Stornes* on the *Røsvand* (1475 ft.), which ranks next to Lake Mjøsen in point of area. From Stornes we may ascend the *Brurskanke* and the *Kjeringtind* (5805 ft.), on the W. side of the lake, and we may follow the course of the *Røsaa*, the discharge of the Tustervand and Røsvand, towards the N. to *Røsaaøren* on the *Ranenfjord* (p. 211). About halfway thither a digression may be made to the E., up the *Bjuraa*, for the sake of seeing the imposing *Øxtinder* (about 5580 ft.); but these peaks are better reached from Røsaaøren and through the *Leerskardal*.

The tourist-steamers and some of the mail-boats traverse the 'Skjærgaard' to the W. of the Thjøtø and the large island of **Alsten** (pop. 1500), on which rise the finely shaped hills called the ***Syv Søstre** ('seven sisters'; 2630-3280 ft.). Six hills only are distinguishable, but one of them has a double crest. The highest of the sisters is the *Digertind.* At the S. end of the island is the church of *Alstahoug*, where *Peter Dass* (p. lxxii), author of 'Nordlands Trompet', a description of Norway in verse, was pastor in 1689-1708. On the *Haugnæs*, near the church, is the so-called *Kongsgrav* ('king's grave'). The mail-steamers call at *Søvik;* also, on the N. side of the island, at *Sandnæsøen* (good quarters), near which are the old church of *Stamnæs* and the district-prison. From Sandnæsøen we may ascend the N. peak of the Seven Sisters, passing (6 Kil.) the gaard of *Botnet.*

At Sandnæsøen unite the courses of the steamers which pass the island of Alsten on the E. and on the W. side. Farther on we pass the **Dynnæsø**, to the W., of which the *Aakviknaver* (2820 ft.) is the highest point. At *Bjørn*, on the Dynnæsø, the greatest of the Nordland fairs takes place on 2nd July. These fairs were originally called *Ledingsberge* (or *Lensberge*), as the natives used there to pay their taxes *(Leding).*

6 S.M. *Kobberdal* on the island of *Løkten*, with hatcheries of eider-ducks. The birds build their nests in nooks artificially made for the purpose. As they are then very tame, a number of the eggs may be taken without frightening the birds away; and the eider-down they leave in the nests is after-wards collected.

On the right, to the N.E. of Kobberdal, opens the **Ranenfjord**, which is visited by several of the mail-steamers. This fjord, anciently *Radund*, is famous for its timber, of which almost all the boats, houses, and coffins between this point and Vadsø are made. The 'Ranenbaade' have high bows and sterns, not unlike the Venetian gondolas; they are considered typical national craft, and are often used as pleasure-boats.

The steamboat-stations in the Ranenfjord are *Hemnæs* (quarters at the Landhandler's), with a new church and a group of huts for the use of church-goers from a distance arriving over-night, and *Mo* (quarters at the Landhandler's), at the mouth of the *Dunderlandselv*, which carries on a considerable trade with Sweden.

From Mo we may visit several Stalactite Caverns ('Drypstenshuller'): the *Risagrotte* on the *Langvand*, near *Hammernæs* (11 Kil.); the *Laphul*, near *Gaard Bjørnaa*, and opposite to it another by *Gaard Grønlien*, both in the valley of the *Rødvas-Elv*. An excursion may also be made to the glacier of Svartisen (p. 212) by rowing to the end of the Langvand and ascending the valley to the N. as far as *Fisktjernmo*. A glacier-pass crosses thence to the end of the *Melfjord* (p. 213).

Another excursion is to the *Svartisvand*, a lake into which an arm of the Svartisen Glacier descends.

To the N.E. of Mo extends the interesting **Dunderlandsdal** (from the Finnish *Tunduri*, or the Lappish *Duodar*, 'mountain'), a broad valley, running N.E. from Mo. A peculiarity of several of its streams is that they disappear in caverns and suddenly re-appear lower down. Thus the *Stilvasaa*, near *Gaard Storforshei* in the *Skogfrudal* (about 15 Kil. from Mo). Near it is the forest-girt *Urtvand*. Farther W. is the *Eiteraa*, which drives mills close to its egress from the earth. Near this are *Tyvshelleren* ('thieves' grotto') and an interesting *Ravine*, with an icy current of air through it, where the rushing of the subterranean water is audible. A third stream of the same kind is the *Pruglaa* near *Gaard Jordbro*. By the *Pruglheibro* are about fifty water-worn 'giant cauldrons'.

From **Bjældaanæs**, the central point of the Dunderlandsdal (55 Kil. from Mo; road without stations), we may visit the *Stormdalsfos* and the marble grotto at its foot, near the Brediksfjeld. We may also ascend the *Urtfjeld* (about 4920 ft.), by crossing the *Stormdalshei*, or the *Brediksfjeld*, which commands a splendid view of Svartisen and the Lofoten Islands. The excursion should be continued to the point where Svartisen rises from the *Kvitvaselvdal*, and to its ice-fall by the *Magdajoktind*.

From Bjældaanæs it is a day's ride up the *Bjældaadal*, across a pass (2805 ft.), and through the *Øvre* and *Nedre Toldaadal*, to *Toldaa* in the **Beierendal**, and thence by *Aasbakke* to *Storjord* (45 Kil. in all; quarters at the under-forester's). From Storjord to *Soløen* (p. 214) 14 Kil. more.

From Bjældaanæs to Almindingen in the *Saltdal* is a long day's journey (16-17 hrs.), on which a few telegraph-workmen are almost the people ever met. The route leads either through the Bjældaadal (following the telegraph-wires), or through the *Gubbelaadal*, *Randal*, and *Lønesdal*, which last forms the upper end of the Saltdal. Below the junction of the Saltdal and *Junkersdal* lies *Gaard Berghulnæs;* thence to *Almindingen* and *Rognan*, see p. 216. — From Berghulnæs we go E. to the *Junkersdals-Gaard*, in the **Junkersdal** (14 Kil.; good quarters) The bridle-path to it leads through the *Junkersdalsur*, one of the grandest rocky ravines in Norway, formed by the *Kjernfjeld* to the E. and the *Solvaagfjeld* to the W. (4-5000 ft. high). Farther up, the valley is called *Graddis*, and is traversed by a bridle-path to Sweden, much frequented in winter, and provided with several 'Fjeldstuer'. Many Lapp settlements are to be met with on the heights in the Dunderlandsdal and Saltdal.

2 S.M. (from Kobberdal) *Vigholmen* (good quarters), charm-

ingly situated, about 6 Kil. N.E. of the mouth of the Ranenfjord. After their digression into the Ranenfjord the mail-steamers here regain the course of the tourist-steamers. We now steer between the islands of *Huglen*, *Hannæsø*, and *Tombø* (2723 ft. high). To the E. are seen the S.W. spurs of the Svartisen, and to the W. the singularly shaped islands of *Lovunden* and *Threnen (Threnståvene)*. Lovunden, upwards of 2000 ft. high, is still 30 Kil., and the four islands of Threnen, equally lofty, are 45 Kil. distant; but both seem quite near in clear weather. These islands are the haunt of dense flocks of loons or divers (*'Lundefugle'*, *Mormon arcticus*), whose eggs, about $3^1/_3$ in. long and 2 in. thick, are esteemed in the Nordland. They make their nests in clefts of the rocks difficult of access, which are annually plundered, and the young birds are also captured and pickled.

The abruptness of Lovunden, the top of which appears to overhang the water, has given rise to the saying —

'Se! hvordan han luder den gamle Lovund!'
('See how it overhangs, the ancient Lovund'.)

Another saying is —

'Hestemanden tute, Lovunden lute, og Threnen er længere ute.'
('The Hestmand blows his horn, the Lovund overhangs, and the Thren lies farther out.')

The **Arctic Circle** (66° 30′), the crossing of which is usually announced by several cannon-shots, passes through the islands of Threnen and a little S. of the Hestmandø. We next steer through the *Stegfjord*, the strait between the *Lurø*, with its pyramidal hill (2110 ft.), on the left, and *Alderen* on the right. A little later we sight the ***Hestmandø** (1750 ft.), perhaps the most interesting island in this archipelago, which resembles a 'horseman' with a long cloak falling over his horse. The hill may be ascended without a guide. The view embraces the whole surrounding archipelago, and the long Svartis to the E. — To the right is a peninsula of the mainland, projecting far into the sea.

6 S.M. *Indre Kvarø*, a lonely place, from which we may visit the Melfjord, the Lurø, Lovunden, Threnen, and the Hestmand. Dominating the landscape for many miles, on our right, rises ***Svartisen**, an enormous expanse of snow and ice (resembling the Jostedalsbræ and the Folgefond), about 55 Kil. long and at places 16 Kil. broad, covering a plateau about 4000 ft. in height, from which protrude a few peaks or knolls ('Nuter', 'Klumper', 'Knolde'), while numerous glaciers descend from it to the adjacent fjords.

1 S.M. *Selsøvig*. On the right the *Rangsundø;* beyond it opens the *Melfjord*, with grand mountains. (Glacier-pass to Mo, p. 211.)

2 S.M. *Rødø* ('red island'), on which rises **Rødøløven** (easy to ascend), a hill resembling a lion looking westwards. — To the right open the *Tjongsfjord* and the *Skarsfjord*, with their branches the *Berangsfjord* and *Holandsfjord*, which extend into the heart of Svartisen.

On their return-voyage the tourist-steamers enter the Holandsfjord and land passengers between the gaards of *Reindalsvik* and *Enna*. A bad path, leading through several brooks, leads thence to (20 min.) the lower margin of the **Fondalsbræ**, an arm of Svartisen, the general view of which, however, is grander from the steamboat. To the S. rises the *Reindalstind* (2133 ft.), which is said to afford the best survey of Svartisen.

Passing the *Omnesø* on the right, we steer towards the *Grønø*, a smiling island, which commands a most striking view of Svartisen. At (3 S.M.) the station of *Grønø* passengers by the mail-steamers who intend to visit Svartisen land, and row thence up the Holandsfjord or the Glomfjord. We next pass the mouth of the *Glomfjord*, which cuts deep into the mainland, and steer through a narrow strait between the *Melø* on the left and the *Skjerpa* on the right towards the headland of Kunnen. Far to the N. we obtain our first glimpse at the Lofoten Islands. Some of the vessels touch at *Ornæs*, others at *Stødt*.

The promontory of ***Kunnen** or *Rotknæet* (1998 ft.), the N.W. spur of the Svartisen plateau, forms the boundary between Helgeland and *Salten*, and has a climatic and geographic importance like Stadtland in the Søndmøre (p. 160). At this point there is a 'Havsøie' ('sea-glimpse'), or opening in the island-belt, through which we get a view of the open sea and sometimes feel its motion. To the N. appears the Fuglø, and in the distance the Landegode (p. 216).

The Tourist Steamers now leave the mainland, according to the present programme, instead of putting in at Bodø as formerly, and steer across the Vestfjord to the Lofoten Islands.

The Mail Steamers pass, on the left, the *Fuglø*, the *Fleina*, and the *Arnøer*, and on the right the church of *Gildeskaal* and the large island of *Sandhorn*, with a mountain 3295 ft. high (beyond which lies the Beierenfjord, p. 214). We then cross the mouth of the *Saltenfjord* (p. 214), at the E. end of which, in clear weather, we observe the snow-fields of the Sulitelma (p. 215), and soon reach the curious rocky harbour of —

12 S.M. **Bodø** (*Grand Hotel*, R. 1, S. $1^1/_2$ kr.; British vice-consul, *Mr. V. B. Jentoft*), a busy and increasing place, with 2800 inhab., seat of the Amtmand or provincial governor. Among the large modern buildings are still a few of the old cottages with their roofs of turf. A large wooden church in the Gothic style was completed in 1886. Passengers by the mail-steamers, which usually stop several hours here, may land and ascend (with guide) the *Løbsaas*, a hill marked by a pole, 1 hr. to the N., which commands a view of the Lofoten Islands to the W., of the snowy Blaamandsfjeld or Olmajalos (p. 215), adjoining the Sulitelma (which is not itself visible), to the E., of the Børsvatnstinder to the S.E., and of the Sandhorn, with the Svartis, to the S. (Midnight sun, see p. 206.) A similar view, though less extensive, is obtained from the fields, 5 min. S. of the town; and the view from the *Voldfjeld* (about 1310 ft.), 2 hrs. N. of Bodø, is also said to be fine. Geolo-

gists will be interested in the erratic blocks of syenite in the midst of a rock formation of slate. — Pleasant excursion to the (6 Kil.) *Vaagevand*, with its club-hut.

A road leads S.E to ($^1/_2$ hr.) the *Church of Bodø* and the *Præstegaard*, at which Louis Philippe, when travelling as a refugee under the name of Müller, was entertained on his voyage to the North Cape in 1796. A room in the house is still named after him. Beyond the church the road traverses a pleasant district, with rich vegetation, on the bank of the Saltenfjord (see below).

Excursions from Bodø. — (1) The Beierenfjord. A local steamer (Com. 291) plies up the Beierenfjord twice a week (there and back in 6 hrs.). Crossing the Saltenfjord, we pass the island of *Sandhorn*. Stations *Skaalland* and *Røsnæs* on the mainland, and *Sandnæs*, in the island of Sandhorn (p. 214). We now enter the **Beierenfjord**, a narrow inlet flanked by imposing mountains, contracting, beyond *Kjelling*, to its narrowest part at the gaard of *Eggesvik*. The last station is *Tvervik*.

From Tvervik we may row to (3 Kil.) *Soløen* (good quarters at Landhandler Jentoft's), whence we may ascend the *Høitind* (4120 ft.; with guide; extensive view of the mountain-solitudes towards Sweden, of Svartisen to the S., and of the sea dotted with islands to the W., bounded by the distant Lofoten Islands). Or we may row to *Arstad*, where there is a skyds-station, with a fine waterfall. The road leads thence through a picturesque valley, past *Beierens Kirke* (by the gaard of *Moldjord*), to Storjord, Aasbakke, and (about 20 Kil.) Toldaa (p. 211).

(2) To the Saltenfjord and Skjerstadfjord. — The local steamboat usually leaves Bodø on Wed. and Sat. for *Rognan*, at the S. end of the Skjerstadfjord, and returns to Bodø at night. — A better way of visiting the Saltstrøm is to drive from Bodø (telegraph beforehand if possible for carriole) to (17 Kil., 1$^1/_2$ hr.) *Kvalvaag*, and to go thence by sailing-boat in 1-1$^1/_2$ hr. to *Strøm*. In this case the excursion does not take more than 6-8 hrs., but is only interesting when the tides are high.

Two islands, the *Strømø* on the S. and the *Godø* on the N., separate the *Saltenfjord* from the extensive *Skjerstadfjord*. The latter is connected with the sea by three very narrow straits only, the *Sundstrøm* (200 ft. wide), the *Storstrøm* (500 ft.), and the *Godøstrøm*, through which an enormous mass of water has to pass four times daily, forming a tremendous cataract, known as the **Saltstrøm**, as each tide pours in or out of the fjord. The usual rise of the tide here is 5-6 ft. only, but when it increases to 8-9 ft. during spring-tides, the scene is most imposing. Vessels can navigate these straits during an hour or so at high or at low tide only, and the steamer times its departure from Bodø accordingly (from 4 to 10 a.m.).

To view the Saltstrøm, which far surpasses the famous Malstrøm (p. 218), we land at *Strøm*, and wait for several hours (quarters at Furre's, the Landhandler). The best point of view, to find which a guide is necessary, is $^1/_4$ hr. from Strøm. A column here commemorates the visit of King Oscar II. in 1873. The scene is most effective when the water is pouring into the fjord, while thousands of sea-fowl hover about, fishing in the troubled waters. The ascent of the *Børsvatnstinder* to the S. of Strøm is recommended.

The principal place on the Skjerstadfjord is *Skjerstad*, at the entrance to the *Misværfjord*. Opposite, to the W., is the old gaard of *Lønæs*, with an ancient burial-place. The steamer then recrosses the fjord to *Venset* (quarters at Koch's). About 5-6 Kil. farther is *Øinesgavlen*, a promontory of conglomerate, a formation which also occurs in the *Kjætnæs*, 14 Kil. to the S.

Fuske (slow skyds-station), on a N. bay of the fjord, whence a road leads by the *Fuskeeid* to *Dybvik* on the *Foldenfjord* (p. 221).

Fuske is also the starting-point for an Excursion to the Sulitelma (5-6 days), which repays in spite of privations (bad sleeping quarters; provisions must be brought from Bodø or Fuske). Leaving Fuske by boat-skyds (to be obtained at Andresen's), we cross the *Finneid*, which separates the fjord from the lake called *Nedre Vand*. At high tide we row up the Finneidstrøm; at low tide the boat is dragged across the isthmus on a wooden pathway (Lapp *muorka*). We then row up the Nedre Vand to *Moen*, at its upper end, and then up the *Øvre Vand*. The route traverses the district called *Vattenbygden*. At the head of the Øvre Vand is (9-10 hrs. from Fuske) *Skjønstu*, where we sleep. Next day we walk to (1½ hr.; guide) *Skjønstudal*, where we hire a boat to Fagerlid. The starting-place is about ½ hr. from Skjønstudal. Our picturesque course first ascends the swift stream issuing from the Langvand. The banks are steep and we have to land at places in order to avoid the rapids. We then ascend the *Langvand* itself. Beautiful waterfalls and numerous gaards. In 3 hrs. (5 hrs. from Skjønstu) we reach the upper end of the lake, with the gaards *Fagermo* and *Fagerlid* (quarters at Opsidder Søren Larsen's, whose son, Petter Sørensen, is an excellent guide).

The ascent of the *Sulitelma (Lapp '*SulluiCielbma*' 'festival mountain') from this point takes 13 hrs. (there and back) and is neither very fatiguing nor dangerous. The highest peak of the Sulitelma Mts., which stretch from N.W. to S.E., has not yet been scaled; our goal is *Stortoppen* (6178 ft.), the summit to the N.W. In 1½-2 hrs. we reach the plateau of **Hankabakken* (2185 ft.), with a fine view of the Langvand, the Svartis, and the Sulitelma group; 2 hrs. more bring us to the foot of the Stortopp (about 3280 ft.); and after a steep climb of 1½-2 hrs. over loose stones we reach *Vardetoppen*, the W. horn of Stortoppen (about 490 ft. lower than the latter), and enjoy a grand outlook over a wild desolate mountain-region, with innumerable glaciers (here known as *Jækna*) and lakes. The mountain is covered with enormous masses of snow, which have forced the glaciers to descend 600-700 ft. below the snow-line. Between the two summits the *Salajækna* descends towards the S. to the lake *Lommijaur* (2260 ft.). This lake is separated by a narrow *Eid*, the watershed between the Atlantic and the Baltic, from the Swedish *Pjeskajaur*. — Adjoining the Sulitelma group on the N. is the *Olmajalos* (5350 ft.) with its two glaciers, the *Olmajalos Jækna* and the *Lina-Jækna*. About 50 Kil. N.E. rises the *Sarektjokko* (6990 ft.), the highest mountain in Sweden.

Those who do not ascend the Sulitelma itself should at least go to the Hankabakke or to the **Rapisvari* (3170 ft.), 2 hrs. to the E. of Fagerlid (guide desirable), which affords a splendid view of the Sulitelma group and the Salajækna; also to the *Lommijaur* (½ hr.) and the ice-fall of the *Salajækna* ('split ice'), past which leads the route to Qvickjock in Sweden (p. 329). The Salajækna may be reached direct from Hankabakken, with a guide.

The return from Skjønstudal to (4-5 hrs.) *Saxenvik* on the Saltenfjord requires an experienced guide. Superb view of the Sulitelma. From Saxenvik we cross by boat to Rognan (see below).

From Fuske the steamer steers into the S. arm of the fjord to —

Rognan (skyds-station; quarters at Jens Nilssøn's or at the Lensmand's), its last station, where it stops for 1 hr. or more.

Rognan lies at the end of the Skjerstadfjord, on the left bank of the *Saltdals-Elv*, while *Saltdals-Kirke* stands on the right bank.

From Rognan we may drive up the Saltdal to (8 Kil.) *Sundby* (quarters at Larsen's, the forester) and (10 Kil. farther) *Almindingen*. [A little below it, on the opposite bank of the river, lies *Evensgaard* (good quarters), whence a route ascends the *Evenæsdal* for a short distance, and then leads to the S. across the *Solvaagfjeld*, and past the N.E. side of the *Solvaagtind*, to the *Junkersdals-Gaard* (p. 211), a short day's walk.] From Almindingen the road leads to (13 Kil.) *Lerjordfald*. About 3 Kil. above Lerjordfald (from which we take a 'Sundmand' or ferryman with us) we cross the river, near *Langsandmo* or *Troldhølen*, and next reach the gaard of *Berghulnæs*, where a horse and guide to the Beierendal may be procured. The route now leads through beautiful pine-wood to (11 Kil.) *Storjord* (quarters at the under-forester's) in the *Beierendal* (p. 211).

The Passes to Sweden are very fatiguing in summer. (In winter they are crossed by reindeer-sledges.) Between the gaard of the last 'Opsidder' on the Norwegian side to that of the first 'Nybyggare' on the Swedish, the traveller must ride 12 or even 20 hours. The 'Fjeldstuer', erected at places by government, afford shelter. A guide and provisions are indispensable.

1. From the *Junkersdal*, the upper part of which is called *Graddis*, a path leads S.E., passing the *Godjavre*, or through the *Merkdal*, to the *Sadva Lake*, *Horn-Avan*, and *Skellefteå* on the Gulf of Bothnia. On each side of the pass there is a Fjeldstue.

2. From the *Junkersdal* another path leads N.E., passing (11 Kil.) *Skaidi*, to the (17 Kil.) *Balvand*, and thence S.E. to the Horn-Avan, where it joins the above route. The Balvand may also be reached from the *Langvand*, at the W. end of the Sulitelma group, so that a circuit from the Junkersdal to the Balvand and Langvand, or the reverse, may be made by those who do not intend crossing into Sweden.

3. From Fagermo on the *Langvand* (p. 215) a route leads past the N. side of the Sulitelma group to Qvickjock on the *Lule-Elf* in Sweden (about 120 Kil ; 5 days). The path leads past the *Rovijaur* and *Farrejaur* to the *Virijaur* (once the headquarters of Wahlenberg, the naturalist), where Lapps with their tents are generally met with. Thence to *Njungis*, the first permanently inhabited place in Sweden, and to *Qvickjock* (p. 329).

The first of these routes is the easiest, the third the grandest.

3. An excursion from Bodø to the island of **Landegode,** 12 Kil. to the N., takes a whole day (there and back). We row across in 2-3 hrs. (3-4 rowers) and land near the gaards of *Kvig* and *Sandvig*. Thence we may ascend the **Kvittind* (2320 ft.; with guide; 2-2$^1/_2$ hrs.), which affords a grand view, to the N., of the whole chain of the Lofoten Isles, to the E. the Sulitelma, to the S. the Hestmand and Threnen.

29. The Lofoten Islands.

The Mail Steamers ply from Bodø to *Lødingen* (p. 222) by different routes (see Com. 202, Routes I, II, III). Route I, which goes direct from Bodø to the Lofoten Islands, takes us by *Balstad* and *Henningsvær* to *Svolvær* (p. 219) in 5-6 hrs., and thence by *Kjeø* to *Lødingen* in 5 hrs. more. — Route II skirts the mainland longest and is described separately (p. 221). — Route III follows the coast as far as *Grøtø* (p. 221) only, and then crosses to *Henningsvær* (p. 219), *Hoven*, *Kabelvaag* and *Svolvær*

(9-10 hrs. from Bodø), whence it takes us by *Skroven*, *Brettesnæs*, *Risvær*, and *Kjeø* to *Lødingen* in 8 hrs. more.

The TOURIST STEAMERS take 7 hrs. from the headland of Kunnen (p. 213) to *Henningsvær;* thence through the Gimsøsund and the Raftsund to *Digermulen* 4½-5 hrs., and to *Lødingen* 2-2½ hrs. more.

The LOFOTEN STEAMERS (Com. 203, 205) and the LOCAL STEAMERS from Svolvær (Com. 294), both marked — — — — in our Map, also afford good opportunities of visiting the islands. Lastly a small steamer may be hired at Svolvær for excursions (p. 219).

The steamer from Bodø steers through the strait between the small island which shelters the harbour and the larger *Hjærtø*, and then enters the broad ***Vestfjord**, which is entirely unprotected towards the S.W. Beyond the large and hilly island of *Landegode* (p. 216) is revealed a superb **View of the jagged chain of the Lofoten Islands ('Lofotvæggen', or the wall of Lofoten) in their full extent. The light is most favourable in the forenoon (during which the tourist-steamer usually crosses from Kunnen). Weird, but less imposing, is the midnight light, which pales the moon into insignificance. Most effective of all is stormy weather or a sudden tempest. But in any case, unless the view is blotted out by mist or rain, the passage of the Vestfjord presents one of the finest sights in the Nordland.

The chain of the ***Lofōtĕn Islands** forms a wide curve starting from the *Vesteraalen Islands*, which flank the mainland, and extending for about 150 Kil. to the S.W. into the Atlantic; and it has not inaptly been likened to a backbone, tapering away to the smaller vertebræ of the tail at the S. end. Most of these islands lie so close together that no opening in their long mountain-chain is visible from a distance, but those at the S. end of the group are wider apart. This chain forms a perfect maze of hills, bays, and straits, interspersed with thousands of rocky islets ('Holme', 'Skjær', or 'Flese', from Icel. *flesjar*, as they are often called), and numerous fishing-banks ('Skaller', 'Klaker'), and enlivened at places with fishing-villages ('Vær'). Most of the mountains are picturesque and pointed in shape, often rising immediately from the sea; many of their peaks have a crater-like formation, recalling those of the Tátra Mts. in Austria. So far as not covered with snow, they are clothed with green moss, which has a peculiar luminosity in damp weather; but there is also no lack of barren rocks. Good harbours ('Vaage') abound, where large vessels, dwarfed to nut-shells, lie close to rocks several thousand feet high. The larger islands contain rivers and lakes of some size. The growth of trees in this high latitude is but scanty, but there is abundance of fresh vegetation owing to the dampness of the summers and mildness of the winters, so that sheep and other animals can remain in the open air all the year round.

The famous LOFOTEN FISHERY is carried on from the middle of January to the middle of April on the E. coast of the islands. During that period about 30,000 fishermen in some 8000 boats flock to the islands from the whole of the W. coast of Norway. They fish on three different banks extending as far as 4 Engl. M. out to sea, at a depth of 30, 45, and 120 fathoms respectively. The cod ('Skrei-Torsk', Gadus morrhua), which come here from the depths of the Atlantic to spawn, are caught with nets ('Garn'), long lines ('Liner') with baited hooks, or hand-lines ('Dybsagn'). The shoals ('Torskbjerg') of cod are so dense that hand-line fishers, with artificial minnow ('Pilk') and sinker ('Jernsten', 'Søkkjet', 'Sykket'), hook their prey as fast as they can lower their lines. The annual yield averages 20 million fish, and the number has even reached 37 millions (1886). An average catch (*Fisket*) of 5-6000 cod per boat is considered a good haul. As the fishermen are paid in cash, the Norwegian banks send large sums of money to the islands every February.

The fish are then carried ashore, carefully cleaned, and either dried ('Tørfisk') on wooden frames ('Hjelder'), or slightly salted and carried to the mainland, where they are spread out on the rocks to dry ('Klipfisk', from kleppen, to split open). The fish caught after 14th April are cut open and the backbones removed, and are called 'Rotskjær'; when simply cleaned in the ordinary way, they are called 'Rundfisk' or 'Stokfisk'. Fish salted without other preparation are called 'Laberdan'. The heads were formerly thrown away, but are now dried by fire, pulverised, and converted into 'fish-guano'. On some of the outlying islands the cod-heads are boiled with sea-weed ('Tarre') and used as fodder ('Lopning') for the cattle.

As may be supposed, it is not easy for the multitude which flocks to the spring fishery to find accommodation. Most of the fishermen sleep in temporary huts ('Rorboder') erected for them. In the middle is the fire-place ('Komfur'), where they cook their 'Supamølja' and 'Okjysta'. Each boat's crew is called a 'Lag', who choose their own 'Hovedsmand' or captain. The whole proceedings are usually very peaceable, especially as spirits are not procurable. A travelling chaplain ('Stiftskapellan') performs service on Sundays. At the close of the winter fishery ('Gaatfisket') most of the fishermen go N. to Finmarken for the 'Vaarfiske' ('summer fishery') or the 'Loddefiske'.

The fishery is unfortunately often attended with great loss of life. Thus when a westerly gale springs up, rendering it impossible to return to the islands, the open boats are driven 12-15 Engl. M. across the Vestfjord, often capsizing on the way. On these occasions the men often stick their 'Tolleknive' into the keel of their craft to enable them to hold on. Some of the keels are even provided with handles ('Stropper') for this purpose. On 11th Feb., 1848, about 500 fishermen perished in a catastrophe of this kind.

The south-westernmost of the larger Lofoten Islands is the **Moskenæsø**, on which lies *Moskenæs* with its church, a station of the Lofoten steamers and of the local steamers, both of which also call at *Reine*. The S. end of the island is called *Lofotodden*, past which runs the famous *Malstrøm* or *Moskenstrøm*, a strong current often dangerous to fishing-boats. Farther S. is the islet of *Mosken;* then the *Værø*, with church and parsonage; lastly, quite detached, the flat and populous island of *Røst.*

On the E. side of the Moskenæsø is the *Sundstrøm*, which separates it from the **Flakstadø**, on which lie the stations of *Sund* and *Nufsfjord*. On the W. side of the island is the church of *Flakstad.* Near Sund is the *Kvalvig* ('whale-creek'), a natural trap for whales, which not unfrequently enter the narrow bay at high tide and cannot turn to go out again.

On the E. side of the Flakstadø is the *Napstrøm*, separating it from the large **Vestvaagø**, on a small island at the S. end of which lies *Balstad*, backed by the *Skotstinder*, the first station on the

Lofoten Islands of the mail-steamers (Com. 202, Route II). On the Vestvaagø itself are *Ure*, to the E. of the huge headland of *Urebjerget*, and *Stamsund*, stations of the local boats only (Com. 205, 294). Among the hills on the island the beautiful *Himmeltinder* are conspicuous.

The tourist-steamers (p. 213) steer direct to the *Gimsøsund*, the strait between the Vestvaagø and the **Østvaagø**, the largest of the Lofoten Islands. On the S.W. point of the latter lies *Henningsvær*, with a guano-factory, a station of the mail-steamers, one of the chief centres of the fishery traffic, and residence of the naval officer who superintends it. Above it towers the *Vaagekalle* (3078 ft.). Off the island lie the rocky islets *Flesene*, *Grundskallen*, and *Vestvær*, all excellent fishing-grounds. On the S. coast of the Østvaagø are the next stations, *Hopen* and —

Kabelvaag (Inn, good but rather expensive), the largest fishing-station on the Lofoten Islands, near which are *Storvaagen* and *Kirkevaagen*. The church of *Vaagen* was founded at the beginning of the 12th century. Hans Egede, the missionary of Greenland, was pastor here in 1705-18. A road leads from Kabelvaag through fine rocky scenery to ($1^1/_4$ hr.) a group of fishermen's huts opposite to Svolvær, to which we may cross by ferry in 20 min.

Svolvær, situated on a small island off the S. coast of the Østvaagø, with guano-works, another busy fishing-station, is also the most important steamboat-station on the Lofoten Islands and is the starting-point of the local steamers (Com. 294). Good quarters at the telegraph official's or at the Landhandler's. British vice-consul, Mr. *H. E. Rouquette*. The little steamer 'Svolvær' may be hired for excursions for 50 kr. per day (for 5 pers., or more, according to bargain; agent O. I. Kaarbø, to whom application may be made by telegraph). The lofty *Svolværjuret* may be ascended in 4-5 hrs. (there and back). Opposite Svolvær are the islands of *Skroven*, with its lighthouse, *Lille Molla*, and *Store Molla*, with the steamboat-station *Brettesnæs*. A little further N. is *Digermulen*, at the S. entrance to the Raftsund.

The Tourist Steamers pass Henningsvær and enter the *Gimsøstrøm* (see above), which is flanked by finely shaped mountains. Beyond the small island of *Lyngvær*, at the head of a creek on the right, is the guano-factory of *Lyngvær*. They then steer past the *Gimsø*, on the W. side of which is the *Sundklakstrøm*, and out to sea on the N. side of the Østvaagø with its fjords and fine mountains. On the left lies the pleasant island of *Ullvø*, with *Melbo*, a station of the local steamers. The strait we here pass through is called the *Hadselfjord*, after the church of *Hadsel* on the E. point of the Ullvø, visible in the distance. Due E. we observe the *Møsadel* (3610 ft.), rising in the centre of the **Hindø**. Its glacier is said to be the saddle of a persecuted giantess. This much contorted island belongs to the *Vesteraalen* group (p. 217).

About[1] $3^1/_2$ hrs. from Henningsvær the tourist-vessels pass the islet *Hanø* (station) on the left and enter the ***Raftsund,** the grandest of the Lofoten straits, separating the Østvaagø from the Hindø. Steering S., we pass between huge mountains furrowed with ravines and covered with large expanses of snow. On the E. are the *Brubrøktinder;* on the W. the *Nilsvigtinder*, the *Faldfjeld*, and the *Svartsundtinder.* The scene is grandest at *Løksund*, where at the head of the **Troldfjord* tower the snowy *Troldtinder* in several peaks. In fine weather the tourist-steamers enter the Troldfjord, which is enclosed by almost perpendicular rocks with snow-filled gorges. Looking back, we obtain another magnificent view of the Raftsund. To the W. rise the lofty *Korsnæstind* and *Rørhoptind.* The passage takes about an hour in all.

At the S. end of the Raftsund lies the island of *Store Molla* (p. 219), and on the E. side of it, at the S.W. end of the Hindø, is *Digermulen*, a station of the local steamers, consisting of the house of the Landhandler and a few fishermen's huts. Behind it rises ***Digermulkollen** (1476 ft.), which affords perhaps the most superb view in the whole Nordland, and was visited by Emp. William II. in 1889. Ascent $1^1/_2$ hour. Path to be improved, and a belvedere to be built. (From this point a great Panorama was taken by the painters Jos. Krieger and Adalb. Heine in 1887, and is now exhibited at Berlin.) We also obtain a beautiful survey of the Raftsund, on the E. side of which, in the foreground, rises the *Sneetind*, connected with the Digermulkoll, to the left of which are the distant hills of the Langø and the other Raftsund Mts. To the S.W. we overlook the whole of the Vestfjord with the open sea beyond it, and to the E. we see the mountains on the mainland.

The local steamer from Svolvær (Com. 294, II & III) also traverses the Raftsund twice a week, varying its route. From *Melbo* (see above) it steers once a week N.W. to *Stene i Bø* on the **Langø**, an island with numerous fjords, peninsulas, and isthmuses, which forms the chief part of the W. Vesteraalen group and together with the *Skogsø* contains five parishes ('Fjerdinger'). The vessel then steers back to —

Stokmarknæs, on the Ullvø, and through the narrow *Børøsund* to *Kvitnæs* on the Hindø. Thence N. between the Langø and the Hindø to Sortland. The Møsadel (see above) is visible the whole way. Grand scenery, with attractive foreground.

At *Sortland* (quarters at Ellingson's) we may land and wait for the boat returning next day. Meanwhile we may row (in a 'Sexring') across the Sund to visit the 'Eiderholme' or hatcheries of the eider-ducks (p. 211).

Next station —

Skjoldehavn on the Andø (p. 223), the least interesting of the Vesteraalen Islands. From its extensive swamps, on which the 'Multebær' abounds, rise abrupt hills to a height of 1970 ft. The last station towards the N. is *Risøhavn* on the Andø, at which a local steamer from Harstadhavn (Com. 296; p. 222) also calls twice a week.

Opposite Skjoldehavn, beyond the *Gavlfjord*, lies *Alfsvaag* on the Langø. The steamer then goes on to *Langenæs*, at the N. end of the Langø, and returns on the W. side. (Once a week it goes by the W. side of the Langø and returns by the E. side.)

The tourist-ships round the promontory of Digermulen, pass the rocky islet of *Aarsten* on the right, and the *Øgsfjord*, cutting

STJERNÖ - HAMMERFEST-
NORDKAP - VADSÖ
SÖRÖ
Seiland
Stjernö
Kvalö
III
IV

HINDÖ - TROMSÖ
LYNGENFJORD - STJERNÖ
VARJAG-NJARGA

deep into the Hindø, on the left, and *Kjeø* (Com. 202, Route III), also on the left, and off —

Lødingen they join the course of the mail-steamers, as described below. (From Lødingen to Harstadhavn about $2^1/_2$ hrs.)

30. From Bodø to Tromsø.

49 S. M. The following pages describe the course of the Mail Steamers of 'Route II' of Com. 202 from Bodø to Lødingen. These vessels also touch at Svolvær and Brettesnæs on the Lofoten Islands (comp. p. 217), but the rest of their course follows the mainland. From Lødingen to *Tromsø* the course of all the mail-steamers almost coincides with that of the tourist-steamers. The mail-steamers take 9-10 hrs. from Bodø to *Svolvær*, 7-8 hrs. more to *Lødingen*, and 3 hrs. from Lødingen to *Harstadhavn*. From Harstadhavn to *Tromsø* all the vessels take about 10-12 hrs.

Bodø, see p. 213; departure, see p. 217. To the left rises the mountainous island of *Landegode* (p. 216).

4 S.M. *Kjærringø* lies to the S. of the *Foldenfjord*, the environs of which are grand. The lower part of the mountains has often been worn smooth by glacier-action, while their summits are pointed and serrated like the Aiguilles of Mont Blanc. The *Strandtind* in particular (sketched by Prof. Forbes in his 'Norway') has the form of an extinct crater. At the head of the Foldenfjord rise other huge mountains, one of which, the *Troldtind* (first ascended by C. Hall in 1889), resembles the Matterhorn.

The Foldenfjord divides into the *Nordfolden* and *Sørfolden* branches, to both of which a Local Steamer (Com. 291) plies from Bodø twice a week in 10-12 hours. Stations *Myklebostad*, *Kjærringø*, *Leines* (on the *Leinesfjord*, to the N. of Nordfolden), *Nordfolden*, *Røsvik* (quarters at the Landhandler's), and *Dybvik* (at the end of Sørfolden, once a week only). From Dybvik to *Fuske* on the *Saltenfjord*, see p. 215. Wild scenery. — From Sørfolden the *Leerfjord* diverges to the N.E.; from the Nordfolden diverge the *Vinkefjord*, with its prolongation the *Stavfjord*, and the *Mørkesvikfjord*. These fjords are almost uninhabited.

Farther N. we pass through the *Gissund*, a very narrow strait, the bottom of which is often seen through the green water, to —

5 S. M. *Grøtø*. The mail-steamers of Route III steer hence straight across the *Vestfjord* to *Henningsvær* (see p. 219). Those of Route II pass between the *Engelvær*, on the W., and the *Skotsfjord*, with the *Skotstinder*, on the E., steer E. into the *Flagsund*, between the mainland on the S. and the *Engelø (Stegen)* on the N., and stop at —

2 S.M. *Bogø*. They then steer round *Stegen* and cross the mouth of the beautiful *Sagfjord* to —

2 S.M. *Skutvik*, on the *Hammerø*, on which towers the pointed *Hammerøtind*. Farther on, the abrupt *Tilthorn*. Then through the *Øxsund*, between the *Lundø* and the Hammerø, and out into the *Vestfjord*, in full view of the superb Lofoten chain (p. 217).

5 S. M. *Svolvær*, see p. 219.

The steamboats of Route II now steer back (E.) to the mainland.

6 S.M. *Tranø i Hammer*, on a many-armed peninsula.

3 S.M. *Korsnæs*, at the entrance of the *Tysfjord*, on which a steamer plies to *Kjøbsvig* (Com. 292). The chief arms of the Tysfjord are the *Hellemofjord* and the *Botnfjord* (extending to within 12 Kil. of the Swedish frontier), the *Grundfjord*, the *Munfjord*, and the picturesque *Stedfjord*, above which rises the *Stedtind.*

From *Musken*, near the head of the Hellemofjord, a route leads by *Kraakmo*, situated between the 4th and 5th of the seven *Sagvande*, to *Tømmernæs* on the *Sagfjord;* another to *Hopen* on the Nordfoldenfjord (p. 221). — From Kraakmo (excellent quarters) we may ascend the huge *Kraakmotind*, and make an excursion by the 5th, 6th, and 7th Sagvand (the boat being dragged across the isthmuses) to the magnificent primæval forest on the 7th lake. From Kraakmo to Tømmernæs on the Sagfjord (17 Kil.) we row down the four lower Sagvande. Near the fjord is a waterfall 50 ft. high. — Another route crosses the picturesque *Dragseid* from Drag on the Tysfjord to the Sagfjord, the steamboat-stations nearest which are *Bogø* and *Tranø* (see above).

1 S.M. **Lødingen,** an important telegraph-station (comp. p. 209), with a church and parsonage, picturesquely situated on a peninsula of the many-branched *Hindø*, which is here separated from the *Tjællø* and the mainland by the *Tjællsund.*

To the N.E. of Lødingen extends the large **Ofotenfjord**, the geological continuation of the Vestfjord (steamer twice a week, Com. 292). The S. shore, on which lies *Balangen*, is fertile but rather tame. The steamboat touches at *Lidland* (good quarters) on the N. bank, at the entrance to the bay called *Bogen*, and then steers S.E. to *Victoriahavn* (terminus of a railway now being made to Luleå in Sweden, 489 Kil., 304 Engl. M.; p. 328), and to *Fagernæs* on the *Beisfjord* (good quarters at Mosling's). The grandest scenery on this fjord is to be found in its E. recesses, particularly the *Rombak* and the *Beisfjord*, between which rise the *Tøtta* (4921 ft.; easily ascended) and the *Vomtind.* The Landhandler at Fagernæs provides a guide.

To the S. from the Ofotenfjord diverges the **Skjomenfjord**, at the end of which lies *Elvegaard* (good quarters). A route to Sweden leads hence through the *Sørdal*, passing the old copper-mines of *Skjangli* (38 Kil.). The finest scenery here, however, is on the W. arm of the Skjomenfjord, at the end of which is *Skjombotn*, backed by *Frostisen* (to the W.), with its enormous glaciers.

The next stage is less interesting. We steer past the E. side of the Hindø through the *Tjællsund*, which afterwards expands into the *Vaagsfjord.*

4 S. M. *Sandtorv;* 2 S. M. *Græsholmen*, both on the Hindø.

2 S. M. **Harstadhavn** *(Hotel Senjen)*, the first station in *Tromsø Amt*, on a fertile hill on the N.E. side of the Hindø, is one of the most attractive places on this stage. Carrioles at the pier invite to a drive. About 1 hr. N. is the famous old church of *Throndenæs*, in the middle ages the northernmost in Christendom.

Harstadhavn is a station of the Tromsø-Amt steamers (Com. 296) to *Risøhavn* (p. 220) and many other places.

To the N. we see the pointed mountains of the *Grytø*, and in the distance the *Senjehest*, the S. headland of Senjen (see below). The tourist-steamers steer N.E. across the *Vaagsfjord.* Between the Grytø and the Senjehest appears in the distance the Vesteraalen island Andø (p. 221). To the E. tower the abrupt Aarbodstind and the Faxtind (see below). — The mail-steamers steer S.E. from Harstadhavn to the *Roldø* and into the *Astafjord* to —

4 S.M. *Havnvik*, on the Roldø. Near it is the church of *Ibestad*, which, like that of Throndenæs, is of stone and vaulted, while all the other churches in Tromsø-Stift are of timber. To the S.E., on the mainland, towers the *Messetind* (3317 ft.), and to the S. of it the *Skavlikoll* (3297 ft.); both of which may be ascended, with a guide, the first from the *Gratangenfjord*, the second from the *Gravfjord*.

The scenery is grand as we steam through the ***Salangenfjord** and the **Mjøsund**, between the Andorjø and the mainland, through which the tourist-steamers pass on their return-voyage. Immediately to the W. rises the huge *Aarbodstind* (3855 ft.), with a large glacier and a waterfall, and to the E. the pointed *Faxtind* (3995 ft.). Observe that about one-third of the lower slopes of the mountains is worn smooth by glacier-action.

A local steamer (Com. 296) plies from Tromsø weekly to *Søveien* (good quarters) in the *Salangenfjord*, from which we may go E. to the *Bardudal* and the *Maalselvsdal* (p. 224).

The scenery is still more impressive at —

4 S.M. *Kastnæshavn*, whence all these mountains, including the pinnacle of the Faxtind, are seen at once, while the horizon to the W. is bounded by the mountains of Andø and others. To the W. lies the *Dyrø*, with the *Dyrøsund*.

4 S.M. *Kløven*, on the island of *Senjen* (648 sq. M.). Large quantities of 'Kveiter' (Hippoglossus maximus; skate) are caught here. A single fish sometimes attains a length of 7-10 ft. and more than fills a barrel. To the S.E. rises the snow-clad *Ghirragas-Tjokko*, or *Istind* (4865 ft.).

3 S.M. *Gibostad* (telegraph, comp. p. 209) is also in the island of Senjen. We steer between the island and the mainland. The shores are green, wooded, and tolerably well peopled, and the pretty scenery is backed by snow-mountains.

The tourist-steamers and the mail-steamers of Route I cross the **Malangenfjord**; those of Route II and III steer into it to the S.E. to Maalsnæs. This fjord, which formed the N. frontier of Norway in the middle ages, is enclosed by high mountains. To the S.W., S., and S.E. it sends four deep inlets, of which the steamer affords a view. To the S. rise the snowy mountains of the Maalselvsdal. The steamer does not enter these inlets, of which the longest are the *Nordfjord* and *Auerfjord*, but touches at —

5 S.M. *Maalsnæs* (good quarters), on a promontory near the mouth of the *Maals-Elv*, the waters of which ruffle the surface of the fjord. Maalsnæs is a good starting-point for excursions to the *Maalselvsdal* and the *Bardudal*, inhabited chiefly by colonists from the Østerdal and the Gudbrandsdal, the first of whom settled here in 1796.

The following tour includes the Maalselvsdal and the Bardudal: 1st day, from Maalsnæs to Øverby or Kongslid; 2nd day, ascend the Rostafjeld; 3rd day, to Kirkemoen in the Bardudal; 4th day, to Søveien.

1. Through the Maalselvsdal to the Rostavand. We drive (fast stations as far as Bakkehaug) past *Hollændernæs*, where the Dutch attempted to found a settlement in the 17th cent. against the will of the Hanseatic merchants (p. 111). This is alluded to by Peter Dass: —

'*Men der denne Handel lidt længe paastod,*
Da blev det de Bergenske Kjøbmænd imod,
Hollænderne maatte sig pakke.'
(But their trade was soon brought to a close
By the merchants of Bergen their foes:
So the Dutchmen were forced to be off.)

The first station in this picturesque valley is (14 Kil.) *Guldhav*. The road then leads past the church of *Maalselven* to (11 Kil.) *Moen* (good quarters). The grand mountain facing us is the *Ghirragas Tjokko*, or *Istind* (4865 ft.), resembling a crater. An excellent point of view is *Lille Mauket* (1850 ft.), near Moen. (The rest of this route lies beyond the limits of our Map.)

Passing several small stations, and then (18 Kil.) *Bakkehaug* and (12 Kil.) *Neergaard* (slow station), with its small church, we arrive at *Øverby* (poor quarters; slow station), which, with the Nordgaard, lies at the confluence of the Maalselv and the *Tabmok-Elv*. (Through the valley of the latter a route leads to the Balsfjord and Lyngenfjord; p. 228.) Above the *Rostavand* rises the huge **Rostafjeld** (5110 ft.), the ascent of which is not difficult, and may even be made by mountaineers without a guide. We ride to the gaard of *Kongslid* (good quarters), whence the ascent is made through a small valley on the E. side. Wild reindeer sometimes seen. Opposite the Rostafjeld, to the S., rise the *Likkavarre* (4895 ft.), *Ruten* (4385 ft.), *Alap* (4955 ft.), and *Seutivarre (Kamnæsfjeld)*; to the S.E. the *Likkafjeld;* to the E., quite near, the *Brattifjeld*.

2. From Moen to Søveien. *Moen*, see above. The next station is (17 Kil.) *Sundli*, in the *Bardudal*. Before reaching Sundli we diverge to the left to *Fosmoen* and the **Bardufos*, a fine waterfall of the Bardu-Elv. To the left rise the *Istinder*, the W. peak of which may be ascended. — 23 Kil. *Sætermoen*. The road in the Bardudal, uninteresting, goes on to Viken and the *Altevand*, where the *Guolaçærro* (or *Kistefjeld*, 5660 ft.) rises on the N. and the *Rokomborre* (5350 ft.) on the S. — Our route, a good carriage-road, crosses the hill called *Kobberyggen* ('seal's back') to (10 Kil.) *Brandvold*, leads past the *Nedrevand* to *Vashoved*, and lastly to (17 Kil.) *Søveien* (p. 223).

3. From the Maalselvsdal to the Balsfjord. Of several routes the easiest (with guide) is from *Olsborg*, a little to the N. of the station *Moen*, to *Storstennæs* (1st day), from which *Havnnæs*, near the S.E. end of the fjord, may be reached by boat the same day. From Storstennæs and from Havnnæs steamer (Com. 296) twice a week on the **Balsfjord**, on the E. bank of which are mountains 5000 ft. high, to Tromsø. — Instead of steaming direct to Tromsø, enterprising travellers may go (boat and guide not easily got; gnats troublesome) from *Nordkjos* at the S.E. end of the fjord in one day to *Mælen* at the S. end of the Lyngenfjord (p. 228).

Leaving the Malangenfjord, we steam past the huge *Bensjordtind* (4085 ft.), with its expanses of snow, on the right, and the large island *Kvalø* on the left, where in the foreground rise the snow-clad rocks of the *Lille Blaamand* (2625 ft.). The *Blaamand* itself (3281 ft.), the highest hill in the island, rises on our left farther on. We steer into the *Tromsøsund*, a strait about 550 yds. broad. Behind us the Bensjordtind remains in sight till we enter the harbour of Tromsø. To the N. we see the snow-clad Skulgamtinder on the Ringvadsø; to the E. we look up the Tromsdal, with the Tromstind in the background.

7 S.M. (19 from Harstadhavn) **Tromsø.** — Grand Hotel, R. $2^1/_2$, B. 1, D. 2 kr.; Hôtel Norden; both near the large church.

British Vice-Consul, *Mr. Søren Holst.* — Photographer, *Vickstrøm*, near the market, who sells photographs of Lapps. — Furs (polar-bears' skins, etc.) at *W. Nielsen's*, Stor-Gade, and other shops. — Goldsmith, *Claus Andersen*, near the pier. — Diorama (Tromsø in winter) in a pavilion on the quay (25 ø.).

Steamers. Several local steamboats (Com. 296) ply from Tromsø to the *Vesteraalen Islands*, to the *Balsfjord*, and to the *Ulfs*, *Lyngen*, *Reisen*, and *Kvenangs Fjords*. All the large Nordland steamers also call here. Tromsø is therefore a good centre for excursions.

Tromsø, a town of 6000 inhab., with several churches and schools, the seat of an Amtmand and a Bishop, lies on the island of that name, in 69° 38′ N. latitude. It was raised to the rank of a town in 1794, and is a busy trading place, exporting large quantities of dried and smoked herrings and other fish, train-oil, fur, etc. The harbour is always full of vessels, including not a few French, which carry away hundreds of casks of cod-roe ('Rogn') to be used in the sardine-fishery. Tromsø also trades largely with Russia and fits up many vessels for the capture of seals and walruses.

In the S. part of the town is the large timber-built *Protestant Church.* Near the Grand Hotel is the Museum ('Musæet'; adm. 50 ø.), containing natural history and ethnographical collections. In the market-place ('Torvet') are the *Town Hall* and the *Roman Catholic Church.* The town lies on a gentle slope, planted with mountain-ashes, wild cherry-trees, and fine birches. Above the town is a pleasant grove of birches, adjoined by the small villas of the townsfolk and a lake which supplies the town with water. At the top of the hill is the cemetery. The view is fine, but there is no commanding outlook. From the very top of the hill we see the snow-mountains of the Ringvadsø and the Kvalø to the N. and N.W.

An *Excursion to the Tromsdal, for the sake of seeing a Lapp settlement, takes 3-4 hrs., there and back. We row (usually direct from the steamer) across the strait to *Storstennæs* (not to be confounded with the place of that name on the Balsfjord) at the entrance to the *Tromsdal.* The path up the valley cannot be mistaken ($^3/_4$ hr.; horse 5 kr. or more). The ground is rough and marshy at places. We pass through a birch-wood on the S. bank of the brawling stream, and at length reach a kind of basin, with the Tromstind rising on the E., containing the **Lapp Encampment**, a colony of a few Lapp families from the Swedish district of *Karesuando* †, who occupy several 'Darfe Goattek' or 'Gammer'. The

† In accordance with the frontier-treaty of 7th-18th Oct. 1751, the Swedish Lapps are entitled to migrate to the Norwegian coast in summer, and the Norwegian Lapps to Sweden in winter. These migrations lead to frequent disputes with the permanent inhabitants. The number of Lapps in Norway is estimated at 18,000, of whom 1700 are still nomadic. Sweden and Russia contain 12,000 more. The powerful race which once dominated Scandinavia has thus dwindled to 30,000 souls. The Lapps now intermarry freely with Norwegians and Finns. In Norway they are

gamme is a dome-shaped hut, formed of stone, small tree stems, turf, and birch-bark, with a round opening at the top for the exit of smoke and the admission of light. Each hut always has its fire, over which hangs a pot or kettle. The hearth is called 'aran', and the seat of honour beside it 'boasso'. The family and the servants sleep on each side of the fire. These Lapps possess a herd of 4000-5000 reindeer, which graze on the adjoining hills. Of these a few hundred are collected to show to visitors. While this is being done the Lapps offer fur-boots ('Skal-Komager', or 'Skaller'), spoons of reindeer-horn, and other articles for sale. The peculiar crackling of the animal's hoofs reminds one of the sound produced by an electric battery. The reindeer are caught by a kind of lasso thrown over their horns. They are milked twice a week only. The rich and rather gamy milk, one of the Lapp's chief articles of diet, is diluted with water before use. 'The milk is strong and thick, as if it had been beaten up with eggs' (*Scheffer's* Lapponica, 1675). The cheese made of it is chiefly reserved for winter use. — On the way back from the Tromsdal we obtain a beautiful view of Tromsø with its green hills and the snow-mountains of the Kvalø (p. 224) and the Ringvadsø (p. 227) beyond.

The **Fløifjeld** (2600 ft.), a moss-clad rocky hill, rising from the sea opposite Tromsø, on the S. side of the entrance to the Tromsdal, is an excellent point of view (about $2^1/_2$ hrs. to the top, a stiff walk). The path diverges from the Tromsdal route to the right, a few minutes from Storstennæs, beyond the houses. It soon becomes steep, and ends halfway up, beyond which we ascend over meadows and loose stones, and partly over snow. The top is marked by a large iron vane. Passengers by the tourist-ships may generally row across to Storstennæs early in the morning, climb the Fløifjeld, and descend direct (though no path) to the Lapp camp, which they reach about noon.

The **Tromstind** (4085 ft.; guide from Tromsø 4 kr.) may be ascended from the Lapp camp in 3-4 hours. We walk to the (1 hr.) head of the valley, which ends in a great basin like those in the Pyrenees; then ascend the steep slope to the left, at first over turf and afterwards over snow (snow-spectacles desirable). Herds of reindeer sometimes graze here. Before reaching the crest of the hill we have to scale a very steep snow-field. The final ascent, over snow and detritus, is easier. The top, marked by a 'Varde', commands the magnificent scenery of the Ulfsfjord and the glacier-chain on the Lyngenfjord; to the W. stretches the Arctic Ocean beyond Tromsø and the Kvalø. On the E. side the mountain falls almost sheer to a neck of land between the *Ulfsfjord* and the *Balsfjord (Ramfjord).*

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often called *Finner*, while the Finns are named *Kvæner*, from the 'län' of Kajana in Finland. From the fact that the dog alone has a genuine Lapp name ('Bædnag'), while the other domestic animals have names of Germanic or Finnish origin, it has been concluded that the Lapps were originally a race of hunters, who adopted the nomadic life within the historic period. On this theory the reindeer, now the mainstay of the Lapp, was at first an object of the chase only.

Among the numerous works on the Lapps may be mentioned: *Milford's* 'Norway and her Laplanders', 1842; *Everest's* 'Journey through Norway, Lapland, etc.', 1829; *G. v. Düben's* 'Om Lappland och Lapparne', Stockholm, 1873; *Friis's* 'En Sommer i Finmarken', Kristiania, 1871; *Friis's* 'Lappisk Mythologie og Lappiske Eventyr', Kristiania, 1871; *Stockfleth's* 'Dagbog over min Missionsreise i Finmarken', 1860; *J. Vahl's* 'Lapperne, etc.', 1866; *F. Vincent's* 'Norsk, Lapp, and Finn', 1885.

31. From Tromsø to the North Cape.

46 S.M. Mail Steamboat to *Hammerfest* in 16-18 hrs., to the North Cape in 6 hrs. more. — The Tourist Steamers alone afford opportunity of both ascending the North Cape and of seeing the great sea-gulls' haunt of Sværholtklubben.

The steamer steers N. through the Tromsøsund, and N.E. through the *Grøtsund*. To the left lies the mountainous *Ringvadsø* (with a glacier and a lake formed by a moraine); then the *Reinø*, at the S.W. end of which lies *Finkroken*. The steamers sometimes pass through the *Langfjord*, between the Ringvadsø and the Reinø. On the mainland, opposite Finroken, towers the *Ulfstind* (3280 ft.), posted like a sentinel at the mouth of the ***Ulfsfjord**, which here opens to the S., running inland for 50 Kil., and parallel with the Lyngenfjord. We obtain, in passing, a superb view of the snowy and ice-girt mountains of the Lyngen peninsula (p. 256), the *Jægervandstinder* (4920-5580 ft.) with the *Goatzagaise* (4440 ft.), and to the right of it the *Fornæstind* (5660 ft.).

On the Ulfsfjord a steamer from Tromsø (Com. 296) plies once weekly. Its terminus is *Kjosen*, at the E. end of the deep inlet of that name, enclosed by huge glacier-covered mountains. From Kjøsen a road crosses an 'Eid' or isthmus to (3/4 kr.) Lyngen (p. 228). — The steamer does not enter the S. part of the Ulfsfjord, which is named the *Sørfjord*, and is connected with the main fjord by the narrow strait of *Strømmen*, so called from its strong current.

The next station of the mail-steamers ('Routes I & II') is the little island of (8 S.M.) *Karlsø*, beyond which the *Fugløsund* to the left leads between the *Vannø* and the *Arnø* out to the open Arctic Ocean. The tourist-steamboats usually reach this point about 10 p.m. and steer a little way down the Sund to await the **Midnight Sun, which, to those who have the rare fortune to see it unclouded, presents a glorious spectacle. Across the blue, yellow, and silver shimmering sea appears in the foreground the rocky *Fuglø* (2572 ft.), the sharp outline of which recalls Capri; to the left of it in the background, just above the horizon, hangs the red and gold disc of the sun. This beautiful scene is even more impressive than the view from the North Cape. At times, however, fog or the storms of the Arctic Ocean mar or blot out the scene. The milk-white mist often lies on the surface of the water only, while the sky is bright and sunny. In this case the steamer casts anchor, and passengers will have leisure to observe the peculiar white 'Skoddebuer' or fog-bows.

A **Train-Oil Factory** on the islet of *Skaarø*, which lies outside the Vannø, or one of the other factories in this region, is usually visited by the tourist-steamers. If a whale has been recently captured (which the captain learns at Tromsø), the vessel steers to the spot. The smell is perceptible from afar, and the sea is covered with oily refuse. Presently we come in sight of the slaughtered cetacean and the skeletons of former victims. Passengers (who wish) are rowed ashore. The stony banks are covered with grease. A full-grown whale (i. e. 65-100 ft. long, and 20-100 tons in weight) is rarely seen, the chase being so hot and the yield so valuable that the leviathan is generally doomed to die before he attains a length of more than 15-20 ft.; and even at this early stage he is said to be worth 3000 kr. or more. Stomach permitting, we may look into the boilery, and perhaps buy a whale's ear (3-5 kr.), fin (1 kr.) or other souvenir. — The whale-fishery is carried on by small steamers, which shoot their harpoons from small cannon in their bows.

To the S. opens the ****Lyngenfjord,** which the tourist-steamers visit on their way back from the North Cape. (Local steamboat from Tromsø twice a week, see Com. 296.) A glimpse only of its superb scenery is obtained from the mail-steamers. The Lyngen peninsula, which is bounded on the W. by the Ulfsfjord and on the E. by the Lyngenfjord, and ends in the bold headland of *Lyngstuen*, is wholly occupied by snow and ice-clad mountains of thoroughly Alpine character, rising immediately from the sea. The last peak to the N. is the *Pipertind* (4042 ft.), on the N. shoulder of which lies a broad *glacier, embedded between several peaks. Next to the Pipertind is the *Storskaal*, separated by snow-filled gorges from the *Vagastind;* and next to these peaks, beyond another gorge, is the *Rendalstind.* A glacier descends almost to the sea. The vessel steers close under the almost sheer cliffs near *Strupen.* The opposite bank of the fjord is also mountainous and partly covered with snow. Opposite the islet of *Aarøholm* rises the *Golborre* to the W. and the *Fastdalstind* to the S.W. Further on, opposite the mouth of the Kaafjord, tower the great *Kjostinder* (5414 ft.). We round a headland, and, about 2 hrs. from the entrance to the fjord, reach the terminus of the tourist-steamer —

Lyngen or *Lyngseidet* (good quarters), residence of a pastor, a doctor, and a Lensmand. After so long a voyage in an inhospitable region the little church peeping from among birch-clad hills, and backed on both sides by snow-mountains, is specially attractive. To the S. of the valley through which the road leads W. to (3/4 hr.) Kjosen (p. 227) rises the *Goalsevarre* (4150 ft.).

Lyngseidet (reached by steamer twice weekly; or viâ Kjosen, 4 Kil. distant, once weekly; Com. 296) is a centre for Excursions in the Lyngen District. Good guides, however, are rare. The *Kart over Tromsø-Amt* (4 sheets, 1 kr. 60 ø. each) and the *Beskrivelse af Tromsø-Amt* (1 kr.), published by the 'Geographiske Opmaaling' in Christiania, are indispensable. — An excursion of 6-7 hrs. may be made to the S.W. to the mountain-basin enclosed by the *Goalsevarre* (4150 ft.), the *Rørnæstinder* (about 4100 ft.), and the *Jertind* (about 3600 ft.). — This is a fine excursion for one day: across the Eid (200 ft.) to (4 Kil.) *Kjosen* (p. 227); row to the (1 hr.) *Fornæsdal*, and walk up that valley, crossing old moraines, to the *Fornæsdal Glacier*, which descends between the *Fornæstind* and the *Durmaalstind* from the *Golzevaggegaissa.* — The following tour takes 1½ day: ride to the S. to *Pollen*, then row to *Dalen* (primitive quarters); next day walk up the beautiful but uninhabited *Lyngsdal*, passing the *Jæggevarre* (6285 ft.) on the N., to the great glacier descending from the main plateau (lower end 1300 ft. above the sea). From the Lyngsdal we may also ascend the *Njalavarre* (5010 ft.) to the S., or walk to the N. to the glaciers of the *Ruksisvaggegaissa.*

From Lyngen the Tromsø steamer goes on to *Skibotten* (good quarters), whence a road on the bank of the *Storfjord*, as the fjord is here called, leads to *Mælen* (23 Kil.; p. 224).

On their way N. both tourist and mail steamers (which last touch at different stations on each of their different routes) pass the

Lyngenfjord and steer between the *Arnø* and the picturesque *Kaagø* (3966 ft.), with its glacier, into the *Kaagsund.* On the left at the exit of the Kaagsund is the *Løkø*, on the right is the —

6 S.M. *Skjærvø;* the station lies in a bay on the E. side of the island. To the S. we see the pointed *Kvenangstinder* on the *Kvenangsfjord* (Com. 296), the mouth of which we pass. From the peninsula on the E. side of the Kvenangsfjord, where the land is deeply indented by fjords on every side, rises the *Jøkelfjeld*, from which a glacier descends to the Jøkelfjord. The steamer now crosses the open sea, towards the N., to —

5 S.M. *Loppen*, the first station in Finmarkens-Amt, with its little church, its parsonage, and a merchant's house. All that grows here is a few potatoes, nothing else surviving the storms which often rage for weeks. — The steamer next steers S. into the *Bergsfjord*, rounds the wedge-shaped island of *Silden*, and stops on the E. side of the fjord at —

3 S.M. *Bergsfjord.* Grand scenery. In the background is a glacier of the Jøkelfjeld, the discharge of which forms a waterfall. Passing the *Lørsnæs*, we steer S.E. to —

3 S.M. *Øksfjord*, on the *Alnas-Njarg* peninsula, in a noble amphitheatre of mountains, conspicuous in which is a glacier to the W., descending from the great Jøkelfjeld (see above). To the N. is the small church.

The **Altenfjord** may be visited from Øksfjord. The local steamer (Com. 298) which plies to it twice a week from Hammerfest affords an opportunity from Øksfjord once a week. The Altenfjord is remarkable for its rich vegetation, especially in its S. part. In literature, too, it has been made known by the visits of many eminent explorers (L. v. Buch, Prof. Forbes, Keilhau, Ch. Martins, and others). The highest mountains, all on the W. side, are *Kaaven* (3130 ft.), between the Stjernsund and the Langfjord, *Akkasolki* (3395 ft.), between the Langfjord and Talvik, and *Haldi* (3030 ft.), between Talvik and the Kaafjord. At the end of the fjord, above Kaafjord, rises the *Nuppivarre* (2675 ft.). — On the E. side of the Altenfjord is the interesting *Aarø*, with the scanty ruins of the old fort of *Altenhus*.

The steamer steers from Øksfjord through the *Stjernsund*, between the *Stjernø* and the mainland, and past the mouth of the *Langfjord*, to —

Talvik ('pine-bay'), a pretty spot, with a church. Then to *Strømsnæs* on the Kaafjord, whence we may visit *Kaafjords Kobberværk*, a small copper-mine. Next —

Bossekop ('whale-bay'; *bosso*, Lappish for 'whale'; good quarters), with the church of *Alten*, at the foot of the *Kongshavnfjeld* (705 ft.), about 4 Kil. E. of the mouth of the salmon-river *Altenelv.* Of scientific interest are the various old coast-lines in the Altenfjord, particularly near Bossekop, some of them 200 ft. high. Important fairs are held here on 1st Dec. and 3rd Mar., to which Lapps flock in their curious sledge-boats. They bring reindeer-flesh, butter, and game (sometimes as many as 10,000 ptarmigan) which they exchange for fish, flour, and groceries. The International Polar Commission of 1882-83 had a station at Bossekop under Norwegian control.

From the Altenfjord to *Karasjok* and to *Haparanda* in Sweden, see R. 34.

From Øksfjord the mail-boat steers N., towards the mountainous *Sørø*, on which are the stations of *Hasvik* and *Gaashopen.*

This island, as well as the *Stjernø* and *Seiland*, lying to the right, have the table-land character common in Finmarken. In Seiland rises the *Jadki* (3527 ft.), with its unexplored glaciers. Numerous bays cut deep into the island, which a narrow isthmus connects with a peninsula on the N. ('Strømmen'). Between this peninsula and the curiously shaped island of *Haajen*, which rises abruptly on the W. side, we steer towards the harbour of Hammerfest. Before entering it, we look to the right into the strait separating Seiland from the *Kvalø*, on which Hammerfest lies. A promontory of the Kvalø narrows the strait to 1 Kil. at one point, across which the reindeer herds are made to swim to their summer pastures in Seiland.

30 S.M. (from Tromsø) **Hammerfest** (*Fensens Enkefru's Hotel*, plain; Brit. vice-consul, *Mr. G. Robertson*), founded in 1787, and now a town of 2160 inhab., is the northernmost town in the world (70° 40′ 11″ N. lat.). A great fire on 21st July, 1890, destroyed nearly the whole of the timber-built houses and the Protestant church, but they have since been rebuilt. The only part of the town that escaped was the Grønnervoldsgade skirting the harbour, with the Rom. Cath. church and the telegraph-office. Hammerfest is a very lively place in summer, when the sun does not set from 13th May to 29th July. (Conversely, the sun never rises from 21st Nov. to 11th Jan.; but the electric light introduced in 1891 affords some compensation.) It carries on a busy trade with Russia. Here, and further N. and E., Russian vessels are the commonest. Fishing-fleets are also dispatched from Hammerfest to Spitzbergen and the Kara Sea. Cod-liver oil, prepared in numerous boileries, is the most valuable commodity of the place. Hence the all-pervading 'ancient and fishlike smell'.

The prolongation of the Grønnervoldsgade leads N.W. round the harbour in 1/2 hr. to the promontory of *Fuglnæs*, to which we may also row direct from the steamer. At the end is a lighthouse, disused of course in summer, with the dwelling of the keeper. A conspicuous little column of granite, called the *Meridianstøtte*, crowned with a globe in bronze, has also been erected here to commemorate the measurement of degrees in 1816-52, undertaken, as the Latin and Norwegian inscriptions record, 'by the geometers of three nations, by order of King Oscar I. and Emperors Alexander I. and Nicholas I.' — On the Fuglnæs Sir Edward Sabine made some of his famous experiments with the pendulum in 1823. Fine view of the town. A hill above the column, to the E., commands a view of the N. horizon, and consequently of the midnight sun.

A long hill above Hammerfest, on which, as we steam into the harbour, we observe a stone signal with a wooden top, is called *Sadlen ('saddle'; pron. *Sālen*). A few minutes to the N. of the usual landing-place we ascend a road to the right through a side-valley, from which the discharge of a small lake descends, and thence ascend the hill to the right (no path; 1/4 hr.). On the other side of the lake we observe the remains of a birch-grove and several small country-houses. From the signal we obtain a fine view of the town and harbour. Ascending gradually for about 20 min. more, we reach the top of Sadlen, which overlooks the glaciers and snow-mountains of Seiland and the *Sørø*. This point is not, however, high enough for an unimpeded view of the midnight sun.

Time permitting, the traveller should not omit to ascend the ***Tyven** (1230 ft.; *tufva*, 'hill'), which rises to the S. of the town (1½-2 hrs.). Our directions will enable him to dispense with a guide. We follow the road through the side-valley mentioned above, pass above the lake, and then turn to the right following the telegraph-wires, but keeping well to the right to avoid the swamps. The Tyven is the high hill at the foot of which the wires run. A little farther on we pass under the wires and ascend to the left to a height covered with loose stones, pass a small pond, and reach (1 hr.) the foot of the abrupt Tyven. Here we turn to the left and skirt the base of a huge precipice, ascending the somewhat steep course of a small brook, fringed with willows (*Salix arctica*) and dwarf birches (*Betula nana*). At the top of the gully we obtain a view of the sea towards the W. and the villas on the lake to the W., above which lies another small lake. Large herds of tame reindeer, whose peculiar grunting ('Grynten') is heard a long way off, always graze here in summer. We now ascend steeply to the right, passing an expanse of snow, which lies on the right, and then, keeping still more to the right, reach (3/4 hr.) the summit, which is marked by a pyramid of stones. The Tyven descends very abruptly on the W. side, with the sea washing its base, near which lies a bay with meadows, a birch-wood, and several houses. Towards the E. we survey the barren and desolate *Kvalø*, with its numerous ponds, and to the S. and W. long mountain-ranges, snow-fields, and glaciers. The islands of Seiland and Sørø are particularly conspicuous. To the N. stretches the vast horizon of the Arctic Ocean. Of Hammerfest itself the Fuglnæs only is visible. — The best way back is by the summit of the Sadlen (see above), to the W., where the view is similar, though less extensive. Returning by this route, we take 4 hrs. for the whole excursion; otherwise 3-3½ hrs. suffice.

Beyond Hammerfest the land ceases to be of any account except as subservient to the sea, and fish becomes the centre of all interests. The landscape is thoroughly Arctic, and the vegetation is so scanty, that a patch of grass 'which might be covered with a copy of the Times' is hailed as a meadow. — On the right the coast is deeply indented with fjords. On the left there are but few islands, between which we pass long stretches of the open sea.

6 S.M. *Rolfsøhavn*, on the *Rolfsø*. To the N. of the Rolfsø, and separated from it by the *Troldfjordsund*, is the *Ingø*, beyond which lies *Fruholmen*, with the northernmost lighthouse in Norway (71° 4′).

3 S.M. *Havø*, in a bay on the *Havø*, with a church, a pastor, and a Landhandler. To the left rises a pointed hill called the *Sukkertop* ('sugar-loaf'). The island is sheltered by the *Hjelmø* on the N. from the storms of the Arctic Ocean. Crossing the *Maassund*, and passing the *Kulfjord* to the S., we next reach —

2 S.M. *Maasø*, which also has its church, its 'Præstegaard', and its village-shop, a triad which forms the nucleus of almost every village in Finmarken.

The tourist-steamers, and generally also the mail-steamers of Route I, now steer E. through the *Magerøsund*, between the large

Magerø, the N. end of which is the North Cape, and the mainland. On the Magerø are the stations *Honningsvaag* and *Kjelvik*, the latter with church and shop. The tourist-boats cross the mouth of the Porsangerfjord to their terminus, the headland of Sværholtklubben (p. 233), then steer N.W. to the North Cape, and thence S.W. on the other side of the Magerø.

The next station on the direct route to the North Cape is —

2 S.M. *Gjesvær*, on an island. To the N. rise the *Stappe* (*stappi*, old Norsk for 'column'), four pointed rocky islands covered with dense flocks of sea-fowl. When disturbed, the auks take to the water, the gulls soar aloft. To the right opens the *Tuefjord*, cutting deep into the Magerø. The steamer then rounds the long and low *Knivskjær-* or *Knivskjæl-Odde*, on which a steamer struck during a fog in 1881, projecting beyond the Cape itself, and soon (17 S.M. from Hammerfest) sights the North Cape, which presents a majestic appearance although of moderate height.

The ****North Cape** (968 ft.; 71° 10′ N. lat.), named *Knøskanæs* by the early geographer Schöning, a dark-grey slate-rock, furrowed with deep clefts, rising abruptly from the sea, is the northernmost point of Europe, though the Nordkyn (p. 234) has an almost equal claim to the title. Travellers land in the *Hornvik*, on the E. side of the Cape. Up the green mossy slope, which is swampy, stony, and steep at places, the Steamboat Co. has constructed a path, and provided it with a rope fastened to iron stanchions for the benefit of bad walkers. (Stout shoes for the ascent and wraps for the summit are very advisable.) We take about 50 min. to reach the top of the plateau, where a wire, very acceptable in foggy weather, leads in 20 min. more to the extreme point. By a granite column commemorating the visit of King Oscar II. in 1873, travellers await the hour of midnight, usually quaffing champagne purveyed by the watchman who lives in the Hornvik in summer. The view embraces the open sea to the W., N., and E.; to the S.W. we see the Hjelmø and the Rolfsø; to the E., in the distance, the Nordkyn; to the S. the plateau of the Magerø, with its patches of snow, ponds, and scanty vegetation.

'The northern sun, creeping at midnight at the distance of five diameters along the horizon, and the immeasurable ocean in apparent contact with the skies, form the grand outlines in the sublime picture presented to the astonished spectator. The incessant cares and pursuits of anxious mortals are recollected as a dream; the various forms and energies of animated nature are forgotten; the earth is contemplated only in its elements, and as constituting a part of the solar system'. — *Acerbi*, 'Travels to the North Cape'. London, 1802.

'And then uprose before me,
Upon the water's edge,
The huge and haggard shape
Of that unknown North Cape,
Whose form is like a wedge'. *Longfellow.*

To the E. of the North Cape is an excellent fishing-ground (comp. p. 232), where passengers are usually indulged with an hour or two of hand-line fishing from the deck of the steamer, the sailors gladly assisting novices.

32. From the North Cape to Vadsø.

The direct distance from the North Cape to Vadsø is about 45 S.M., but the course of the steamer, dipping deeply into numerous fjords, is at least 100 S.M. long. The mail-steamers (Com. 202, Route I) take 62-70 hours. Sværholtklubben (see below), the most interesting point on the voyage, is touched at also by the tourist-steamers (comp. p. 232).

Beyond the North Cape the sole attraction of the voyage consists in the utter bleakness and solemnity of the scene. Both mainland and islands now consist of vast and monotonous plateaux, called *Næringe*, rising to 1000-2000 ft., and generally unrelieved by valleys. The steamboat traverses long fjords without coming in sight of a boat, a human habitation, or even a bush, for half a day at a time. At the heads of these fjords, on the other hand, we frequently find smiling little colonies, surrounded with a few bushes and trees. With the North Cape ends the Skjærgaard, or island-belt; the coast is here washed by the long sweeping waves of the Arctic Ocean; and fogs often delay the steamboats for hours.

To the E. of the Magerøsund opens the great **Porsanger-Fjord,** about 120 Kil. long and 20 Kil. broad, into which numerous streams fall at its S. end. The banks are bare, unpicturesque, and almost uninhabited, but their colouring is beautiful when bathed in the midnight sun. In July and August the 'Sei' (saithe, *Gadus virens*), a fish of the cod species, is largely caught here in nets, each of which requires 30-40 men and 6-8 boats to manage it. The proximity of a shoal is indicated by the black and ruffled look of the water and the attendant flock of thousands of sea-gulls. The Sei enters the fjord in pursuit of the 'Lodde' (*Osmerus arcticus*, a kind of smelt), which resorts to the shore to spawn. At this season (which is also the 'Makketid' or 'mating time' of the sea-fowl) numerous Russian vessels frequent this region, where they purchase fish, salt it on board, and convey it to Archangel. — The mail-steamer steers from Kjelvik (p. 231) or from the North Cape to the Porsanger Fjord. It passes the *Porsangernæs* on the right, glittering with white quartz, and steers S. to —

5 S.M. (from Kjelvik) *Repvaag*, near the *Tamsø*, a flat island with extensive moors, where the 'Multebær' (cloud-berry, *Rubus chamæmorus*) grows in abundance, and with 'Dunvære', where the 'down' of wildfowl is largely collected. The revenue from these sources is paid to the 'Stiftsamtmand' of Finmarken.

5 S.M. *Kistrand*, with church, pastor, doctor, and telegraph-station. On the S. side is a small birch-wood, locally regarded as a little paradise.

On the E. side of the Porsanger Fjord is the peninsula of *Spirte-Njarga*, at the N. end of which is the headland of ***Sværholtklubben,** an almost sheer rock of clay-slate, about 1000 ft. in height, a resort of millions of sea-fowl (chiefly gulls, *Larus tridactylus*). When scared by a cannon-shot, a number of the birds take to wing in dense snow-like clouds. Their peculiar cries sound like the escape of steam from a boiler. Other birds take to the water, but about half of them remain sitting on the ledges of the black rock, in picturesque contrast with it, looking like long rows of pearls. The owner of the headland is the Landhandler of *Sværholt*, which lies in a small bay to the E. (steamboat-station), and of which he and his family are the sole inhabitants. He derives a good income from the sea-fowls' eggs; and the dead birds are used as fodder, being buried for a time, and afterwards packed in casks. — The tourist-steamers turn here and then steer to the North Cape (2 hrs.).

From Sværholt the mail-steamers steer S. into the **Laxefjord,** and call at —

6 S.M. *Lebesby*, on the E. bank, a prettily situated place, with church, shop, etc. The valleys descending to the Laxefjord, like those on the Porsanger and Tana Fjords, are all short, with level floors rising many hundred feet above the water. Numerous coast-lines are observed (p. xxix), up to 200 ft. high, and generally two, one above the other.

From Lebesby the steamer next steers to the N. and passes the mouth of the *Eidsfjord*, at the head of which lies the narrow *Hopseid*, separating it from the Hopsfjord (to which a canal is projected). We next round the *Drottviknæring*, a promontory between the Laxefjord and the small *Kjøllefjord*, furrowed by deep gullies into which the sea penetrates. At the end of the promontory rises the *Store Finkirke*, a huge rock, formerly revered by the Lapps; and in the Kjøllefjord, a little beyond it, is the *Lille Finkirke*, resembling a ruin. The vertical strata of sandstone here are like basalt. At the head of the fjord we reach —

7 S.M. *Kjøllefjord*, an 'Annexkirke' of Lebesby, with several houses and 'Gammer' (see p. 225). The shore and the bottom of the fjord are covered with boulders. An old coast-level is distinctly traceable on the right. Leaving the Kjøllefjord the vessel steers round the *Rødevæg* ('red wall') to the station of —

2 S.M. *Skjøtningberg*, and along the bold cliffs of the *Čorgaš-Njarga* (pron. Chorgash), a large peninsula connected with the mainland by the narrow isthmus of Hopseid. The N. end of the peninsula is the **Nordkyn** (or *Kinnerodden*), in 71° 6′ N. lat., or 5′ (nearly 6 Engl. M.) to the S. of the North Cape (on the island of Magerø), but really the northernmost point of the mainland of Europe, and even surpassing the North Cape in grandeur. Two bold mountains on the W. side guard the entrance to a basin, bounded by a sheer cliff with a horizontal top, in which lies *Sandvær*, a solitary fisherman's hut. The masses of quartzose rock, broken into enormous slabs, have a very imposing effect. The snow descends to the water's edge. Part of the Nordkyn has become detached from it ('Afløsning'), leaving a passage in which fishing-boats sometimes seek shelter. Immediately to the E. of the Nordkyn is a deep *Gully* ('Kile'), in

which large blocks of stone are wedged (described by Keilhau). Next, on the right, are the headland of *Smørbringa* and the flat *Sletnæs*, with a curious rock-formation called '*Biskopen*' (the bishop).

The next station is (6 S.M.) *Mehavn*, with the train-oil manufactory of *Svend Foyn*, a well-known whale-fisher (formerly at Vadsø). Then (3 S.M.) *Gamvik*. Passing *Omgang* the steamer now enters the large **Tanafjord,** about 70 Kil. in length, and skirts the E. bank, with its variegated quartzose rocks. To the W. at one point we see across the narrow Hopseid into the Laxefjord. The hills on the E. side of the fjord increase in height, culminating in the *Stangenæsfjeld* (2315 ft.) To the W., farther on, is *Digermulen*, a peninsula separating the Tanafjord from its branch the *Langfjord*, and to the S. rises the *Algas-Varre* ('holy mountain'), above Guldholmen. A few Finnish 'Gammer' are the only human habitations here. We call at (2 S.M.) *Finkongkjeilen* and at —

6 S.M. *Stangenæs* (Lapp *Vagge*, 'valley'), where there is a manure-factory. Bushes, trees, and even potatoes are seen here.. From this point we look up the *Vestre* and *Østre Tanafjord*, and the *Leebotten*, a bay to the S.E. — The water is too shallow to admit of the steamer going on to *Guldholmen* (p. 237).

The steamer turns and steers down the Tanafjord, skirts the *Tanahorn* (865 ft.), at the N. end of the peninsula of *Rago-Njarga*, and steers to the E. to (7 S.M.) *Berlevaag*, (5 S.M.) *Makur*, and (4 S.M.) *Syltefjord* (Lapp *Orddo-Vuodna*), with a 'Fugleberg' ('bird-hill') of sea-gulls and auks. The scenery becomes more and more dreary, and the shore lower (400-500 ft.), while fog and many stretches of snow intensify the gloom. The succession of promontories, all of uniform character, has not inaptly been compared to the scenes on the stage of a theatre. This whole peninsula is named the *Varjag-Njarga*, and is separated from the Rago-Njarga by the *Kongsfjord*, in which lie the *Kongsøer*, grassy islands haunted by thousands of sea-fowl.

1 S.M. *Havningberg*, with neat houses, a lofty wooden pier, and even a garden containing grass. To the left, at a height of 20-40 ft., lies the former coast-line, above which run the telegraph-wires. To the W. is the projecting headland of *Harbaken*. Near Havningberg is the cavern of *Ovnen* ('oven'), nearly 100 ft. in depth.

3 S.M. **Vardø** (*Figenschou's Hotel;* British vice-consul, Mr. *R. S. Holmbø*), a town of 2200 inhab., lies on an island which is separated from the mainland by the *Bussesund*. The town has two harbours, the larger and deeper being on the N. side, protected by a large breakwater, and the other on the S. side. The neat houses are roofed with turf, and their little gardens grow a few vegetables. To the W. of the town is the fortress of *Vardøhus*, founded about 1310, and now of no importance (garrison of 16 men only). To this fortress, however, Norway was indebted for her acquisition of Finmarken. Inscriptions here commemorate the visits of Christian IV.,

King of Denmark and Norway, in 1599, and Oscar II., King of Sweden and Norway, in 1873. To the E. of the fortress is a large *Train-Oil Boilery*, to which visitors are admitted. To the E. of the town rises the handsome new timber-built *Church*, containing a brazen font. In the vicinity are numerous 'Hjelder' for drying fish.

If time permit, we ascend the (20 min.) *Vardefjeld* (102 ft.), a rocky hill behind the church, overlooking the town and island, the *Domen* (535 ft.) to the S. E., the open sea to the E., and the district of Syd-Varanger to the S., with the adjoining Russian territory.

The astronomer *Pater Hell* of Vienna observed the transit of Venus across the sun from the isthmus between the two harbours in 1768-69. The church-register still contains a note written by him on 22nd June, 1769. — The climate here is mild compared with that of the interior, the mean temperature being 33.45° Fahr., that of July 47°, and that of January 14°. Comp. p. xxxviii.

The voyage from Vardø to Vadsø takes 3½-4½ hours. We steer past the islands of *Renø* and *Hornø*, with their 'Eider-Vær' and 'Dun-Vær', where eider-down and feathers are gathered and numerous ermines are found. Then to the S., sometimes calling at *Kiberg*. The shore continues exceedingly barren. In the interior rise the *Ruyttotjock* and *Beljek*. We pass the S. side of the *Vadsø* ('water-island'), on which the town of that name formerly lay, and anchor in the harbour between the island and the town, which now lies on the mainland.

10 S.M. (55 from Hammerfest) **Vadsø** (Lapp *Čacce-Suollo*, pron. chahtze; Finnish *Vesi-Saari;* Russian *Vasino;* all signifying 'water-island'; *Hôtel Krogh;* British vice-consul, Mr. *B. M. Akermand*), a town with 1700 inhab., half Finns ('Kvæner), lies in 70° 4′ N. lat., at the S. end of the peninsula of Varjag-Njarga. The Finns, chiefly immigrants from the Russian principality of Finnland, who live at *Ytre-Vadsø*, the E. suburb, have several peculiarities. At their bathroom ('Sauna') a Russian vapour-bath may be ordered by the curious. On every side are 'Hjelder' for drying fish, with smell to match. Potatoes, a few stunted mountain-ashes and plum-trees, and several of our spring-flowers, such as forget-me-not and campion, brave the climate. The pretty Church stands on a hill to the N. of the town. The sacristy contains a votive picture of 1661. Under the *Tower*, which may be ascended, is a curious offertory-box. The shops sell interesting Russian articles ('Næverskrukker' or 'bark-pouches', etc.).

From Vadsø to Vagge on the Tanafjord. — A Local Steamer (Com. 300) plies weekly to *Nyborg* in 3 hrs. (fare 3 kr. 55 *ø.*); we drive thence to *Seida* in 2½-3 hrs. (about 18 kr.); row to *Guldholmen* in 4½ hrs. (about 12 kr.) and thence to *Vagge* in 1¼ hr. more (about 6 kr.). Careful inquiry should be made of the captain of the mail-steamer as to the day and hour of her arrival at Vagge (or Stangenæs; at present Fridays, very early). He may also be asked to telegraph to Nyborg for a vehicle to await the traveller's arrival. The whole journey may be made in a day, but note that no quarters are to be had at Vagge. It may perhaps suit best to spend the first night at Nyborg.

The local steamer (dep. at present Wed. at 10 a.m.), to which we may row direct from the mail-steamer, steers W. up the *Varanger Fjord*, past several Lapp settlements, the chief of which is *Mortensnæs*, and the church of *Næsseby*. The vegetation improves as we ascend the fjord.

Nyborg (quarters at the Landhandler's, where a vehicle is ordered for the drive to Seida) lies 43 Kil. W. of Vadsø, near the end of the fjord. About 15 Kil. to the N. rises the *Madevarre* (1470 ft.; forest limit, 650 ft.).

We drive across the *Seidafjeld* (over which extends a 'Rengjærde', Lapp 'Aide', or fence to prevent the reindeer from straying) to *Seida*, on the E. bank of the *Tana*, the second-largest river in Norway, noted for its salmon and the particles of gold it contains. The boatmen take $1^1/_2$-2 hrs. to prepare for the voyage down the rapid river (rather fatiguing). We pass *Matsjok*, *Norskholmen*, and *Bonakas*. At the mouth of the river, opposite the church of Tana, lies the island of —

Guldholmen ('gold island'; good quarters). Our first care here is to order a boat to take us to *Vagge* (no quarters) in good time for the southward-bound steamer.

33. Syd-Varanger.

If we do not return to Hammerfest by the same steamer we must wait a week for the next. In this case we may visit the E. part of Syd-Varanger, a district extolled by the Norwegians (see *Friis's* Finmarken), where we see the Lapps and the industrious Finns to advantage. The best guide to the inner Varanger-Fjord and the region to the S., as far as *Golmes Oaaive* (in the parish of *Næsseby*) is *Keilhau's Reise i Østfinmarken*. The country is wooded and mountainous, and almost uninhabited. The explorer should have a veil (Slør), covering the whole head and fastened round the neck, and if possible a mosquito-tent ('Raggas') also, as gnats (*Culex pipiens*) occur in such swarms as sometimes to darken the sun.

The district to the S. of the Varanger Fjord was long a subject of dispute between Norway and Russia, but the frontier was at length defined by the convention of May, 1826, and confirmed in 1834. This region abounds in timber (whence known as 'Raftelandet', the land of planks or rafters), in fish, and in birds.

The local steamer (Com., 300, B) conveys us across the Varanger Fjord to the S. from Vadsø to **Bugønæs** (good quarters at the Landhandler's), at the mouth of the *Bugøfjord*, which runs a long way inland. On the W. side of the fjord rises the *Bugønæsfjeld* (1805 ft.), and to the E. the *Brasfjeld* (1335 ft.). On the right opens the *Kjøfjord*, the banks of which are almost uninhabited. We skirt the N. side of the bare *Skogerø*, touch at *Hjelmø*, and steer S. into the *Bøgfjord*, which farther on branches into the *Klosterfjord* and the *Langfjord*.

At *Kirkenæs*, on the promontory between these fjords, are the church and parsonage of **Sydvaranger** (rooms at the Landhandler's). Farther up the fjord (5 Kil.) lies the station **Elvenæs** (rooms at the

Lensmand's), at the mouth of the large *Pasvik-Elv* or *Kloster-Elv*, named after the monastery of Peisen once situated here. The steamer goes on, usually once a fortnight, to *Hvalen*, *Jarfjordbunden*, *Pasvik* (see below), *Smaastrøm*, and the Russian frontier on the *Jacobs-Elv*. Some 4-5 Kil. beyond Elvenæs is the chapel of *Boris-Gleb*, named after two Russian saints, situated on the left bank of the Pasvik, in a Russian 'enclave' of $^4/_9$ Engl. sq. M. Here reside the *Skolte-Lapps* ('scalp Lapps'), so-named from the fact that they were formerly bald from disease.

The Pasvik-Elv consists of a series of lakes, some of them 10-20 Kil. long, connected by about thirty waterfalls, and for a distance of 100 Kil. forms the frontier between Norway and Russia. Its source is the *Enare-Træsk*, a great lake, nearly 3000 Engl. sq. M. in area. — A visit may be paid from Boris-Gleb to the *Storfos* (*Gieddegævdnje*) and to the (6-7 Kil.) *Harefos* (*Njoammel Guoika*, 'hare-fall'), on the *Valegas-Javre*, a lake full of trout; also to the (40 Kil.) *Männikö-Koski* ('pine-waterfall'), through the fine forest-scenery of the Sydvaranger.

A good road leads from Elvenæs to the (9 Kil.) head of the *Jarfjord*, on which we may row to *Pasvik* (from the Lapp *basse*, 'sacred'), a fishing hamlet with a good harbour. A little farther E. is *Jacobselvs-Kapel*, the last steamboat-station, and the last place in Norway. Since the visit of Oscar II. in 1873, recalled by a marble slab, the place has been named '*Oscar den Andens Kapel*'. It lies on the *Jacobs-Elv* (Lapp *Vuorjem*), here the boundary between Norway and Russia. The 'Lodde' (smelt) fishery here is very important, the fish being largely used as bait.

The following Lapp words (in which č = ch, c = ts, and š = sh) occur frequently: *duoddar*, mountain; *varre*, hill; *varre-oaaive*, hill-top; *Fjokk*, point; *njarg*, promontory, peninsula; *suolo*, island; *gedge*, stone; *čacce*, water; *vuodna*, fjord; *javre*, lake; *gaiva*, spring; *jokki*, river; *guoika*, waterfall; *njalmi*, estuary; *jækna*, glacier; *olmuš*, person, human being; *goatte*, house; *maa*, land; *buocco*, reindeer; *suoppan*, lasso; *guösse*, cow; *guösse-voja*, cow's-fat, butter; *guolle*, fish; *guvtjin*, trout; *muorra*, tree; *dædno*, fir, pine; *kumse*, cradle; *pulk*, *kjærris*, sledge; *beska*, fur-coat; *gabmagak*, shoes; *skalkomager*, fur-boots; *bellinger*, leathern gaiters; *nibe*, knife; *doppa*, edge; *bænagulam*, a mile (literally 'as far as a dog's bark is heard'). — The Lapp greeting on entering a house is '*rafthe vissui*' (peace to your house)! The answer, '*ibmel addi*' (God grant it)! '*Burist*', or '*buorre bæive*' (good day)! Answer, '*ibmel addi*!'

34. From the Altenfjord to Karasjok.

About 160 Kil. (100 Engl. M.), a ride or 3-4 days, but less in winter by sledge (*kjærris*, *pulk*, something like a canoe). The guide (*vappus*, 'pilot') must understand Laplandish, though in summer most of the Lapps migrate to the coast.

Bossekop, on the *Altenfjord*, see p. 229. Beyond the *Altengaard* the route crosses the *Alten-Elv*, and leads inland, to the S.E. We pass a number of 'sieidi', or sacred stones ('sieidi-gergi', oracle stones; several at the end of the *Kongshavnfjeld*, projecting into the Altenfjord), and 'sacred mountains' ('basse varek').

The first night is generally spent in the *Jodkastue* or *Romsdalsstue*, by the small lake of *Jodkajavre* (about 45 Kil. from Bossekop). Farther on we observe to the N.E. the *Vuorie-Tjok*, a bare conical mountain, and to the E. the *Vuolla-Njunnes*, once famous places of sacrifice. The country is mostly wooded, and the valleys are often very picturesque. We next reach the large lake of *Jesijavre* (1595 ft.), which we either skirt or cross by boat, and then descend the valley of the rapid, but navigable *Jes-jok*, into which a route from Kautokeino (see below) also descends. The *Mollesjokstue*, the second 'Fjeldstue' or refuge, is about 40 Kil. beyond Jodkajavre. — We then cross the fjeld to (35 Kil.) the third station, the *Zaurisstue*, on the *Zarijokjavre*. Hence we either proceed direct, by the *Geimo Javre*, to (25 Kil.) Karasjok, or go first to (16 Kil.) the *Karasjokka* ('rapid river') and descend on its left bank to (16 Kil.) Karasjok.

Karasjok (440 ft.) has a church, a Lensmand, and a Landhandler, and is a good place for seeing life among the Lapps. — About 15 Kil. farther E. the Karasjokka unites with the *Anarjok*, the right bank of which is Russian. The combined rivers form the *Tana-Elv*, down which we may row to *Seida* (p. 237) in 3-4 days. Travellers bound for *Nyborg* (p. 237) land at *Suoppanjarg*, 8 Kil. above Seida.

35. From Alten to Haparanda in Sweden.

About 705 Kil. (438 Engl. M.), a fatiguing journey of 11-13 days. From Alten to (140 Kil.) *Kautokeino* 4 days, thence to (200 Kil.) *Muoniovara* 3-4 days, and from Muoniovara to (365 Kil.) *Haparanda* 4-5 days. This route has been trodden by *L. v. Buch*, *Acerbi*, *Martins*, *Bravais*, *Oscar Schmidt*, and other scholars and naturalists, but has no attraction unless for purposes of science or of sport. The best time is between the middle of August and the middle of September. Earlier the mosquitoes are insufferable; later the days draw in and snow begins to fall. The traveller's passport must be *visé* by a Russian ambassador or consul (a consul at Hammerfest).

From Alten to Kautokeino, about 140 Kil. by the route across the mountains to the W. of the Alten-Elv, or 155 Kil. if we follow that river. We prefer the first of these routes, and engage guide and horses for the whole journey to Karesuando. Four 'Fjeldstuer' afford shelter, but provisions must be taken. The highest part of the vast fjeld which the route traverses is the *Nuppivarre* (2730 ft.; 'varre' the Lapp, 'vara' the Finnish for mountain). The stations are: 36 Kil. *Gargiastue* (360 ft.); 20 Kil. *Suolovuobme* or *Solovom* (1300 ft.); 26 Kil. *Piggejavre* (1110 ft.); 52 Kil. *Kautokeino*. From Solovom geologists may visit the deposits of coal on the *Akso-Javre*.

The longer route, following the Alten-Elv (*Alatajokki*), crosses the *Beskadosfjeld* to the *Ladnijaure* and *Masi* (810 ft.), in order to avoid the *Sautzofosse*, the rapids in the lower part of the river. On the upper part, where there is little stream, we row up to —

Kautokeino (865 ft.; good quarters at the Landhandler's, or at the Lensmand's, who is obliging and well informed), a settlement of Lapps and a few Finns, most of whom are absent in summer, with a church and parsonage. The sides of the village-well are coated with ice below. A few birches, but no pines.

From Kautokeino to Karesuando (about 100 Kil. or 62 Engl. M.), two days. We either ride or row up the Alten-Elv to (14 Kil.) *Mortas*. Thence to *Syvajärvi* in Finland (Russia), 55 Kil. more. The frontier, which we cross 11 Kil. before reaching this place, is formed by the watershed (about 1850 ft.) between the Arctic Ocean and the Gulf of Bothnia. A ride of 28 Kil. more, presenting little interest, brings us to —

Karesuando (1060 ft.; *Inn*), the first village in Sweden, with a church. The *Muonio-Elf* is here 400 ft. wide. Barley is cultivated.

From Karesuando to Nedre Muoniovara (about 100 Kil. or 62 Engl. M.), in one day by boat down the *Muonio-Elf*, the boundary between Sweden and Finland. The trip is very interesting, and the passage of the rapids is free from danger. It is usual to hire a boat and rowers as far as *Muonioniska* ('beginning of the Muonio') on the Finland side, or to *Muoniovara* (good quarters at *Fostrum's*) on the Swedish side; but a fresh boat may be engaged at each station: 20 Kil. *Kuttainen;* 20 Kil. *Palajokko;* 30 Kil. *Ketkisuando*, 12 Kil. below which are sesen the first pines; 20 Kil. *Öfvre Muonioniska;* 10 Kil. *Muoniovara* (760 ft.), prettily situated, with corn-fields. An interesting description of the salmon-spearing in the Muonio by torch-light is given by *L. v. Buch.*

From Muoniovara to Haparanda (365 Kil. or 226 Engl. M.), also by boat, first on the *Muonio*, and then on the *Torneå-Elf*. The rushing of the *Muoniokoski*, a cataract upwards of 2 Kil. long, is audible at Muoniovara, 1/4 hr. distant. The descent is very exciting. The foaming river careers wildly through a narrow gully and over sunken rocks. At one place, near together, are two falls, each about 6 ft. high, between which the stream has to be crossed in order to reach another narrow channel where the descent is less sudden.

The boat from Muoniovara to Ruskola is manned by three boatmen, holds two passengers only, and costs about 80 kr. Besides the cataracts just mentioned, we descend a series of other rapids. The whole voyage (about 280 Kil.) takes 2 1/2-3 days. Good quarters at *Kihlangi*, *Kengis Bruk* (iron-works), *Pello*, and *Ruskola*.

Between the *Kexisvara* station and that of *Kengis Bruk*, 1 hr. below it, the large Muonio-Elf falls into the *Torneå-Elf*, which descends from the *Tórneå-Träsk* (65 Kil. long; 1130 ft. above the sea), to the E. of the Ofotenfjord. Observe the interesting costumes of the natives at *Pello* (265 ft.). At the *Kittis*, a hill here, ended a degree of longitude measured by Maupertuis in 1736.

About 3 Kil. below Ruskola lies *Öfver-Torneå*, near which, on the Finland side, rises the *Avasaxa* (p. 330). — From Öfver-Torneå, where it is usual to land, to *Haparanda*, see p. 329.

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36. Malmö and its Environs.

Arrival. The Steamboats from Copenhagen, Lübeck, and Stralsund land at the same quay, at the S. end of which is the *Nya Tullhus* (Pl. 7; B, 2; or custom-house, where luggage is examined). A few paces thence, to the left, is the Railway Station (*Södra Stambana*, R. 37); porter ('Bärăre') 30-50 ö. — The traveller should at once buy the latest number of 'Sveriges Kommunikationer' (10 ö.). Steamboats also ply to Stockholm, Gothenburg, etc.; others touch here on their way to London, Amsterdam, Bordeaux etc.

Hotels (all with restaurants). *Kramer's Hotel, Stor-Torg (Pl. B, 2); *Hotel Horn (formerly *Svea*), opposite the railway-station; Stockholm; Danmark.

Cafés. *G. Baude*, Hamn-Gatan; *Fru Brown*, Söder-Gatan; also in the *Kung Oskars Park* (see below), a favourite resort.

Money exchanged by *Mr. T. Flensburg*, the British vice-consul, and at *Kjöbenhamns Lånebank*.

Sea Baths on the N. side of the harbour.

Malmö, a thriving seaport, the capital of the fertile province of *Skåne*, with 47,500 inhab., lies on the *Sound*, opposite Copenhagen (16 Engl. M. distant), in a flat and uninteresting district. Besides its brisk trade it possesses a number of manufactories (of gloves, etc.).

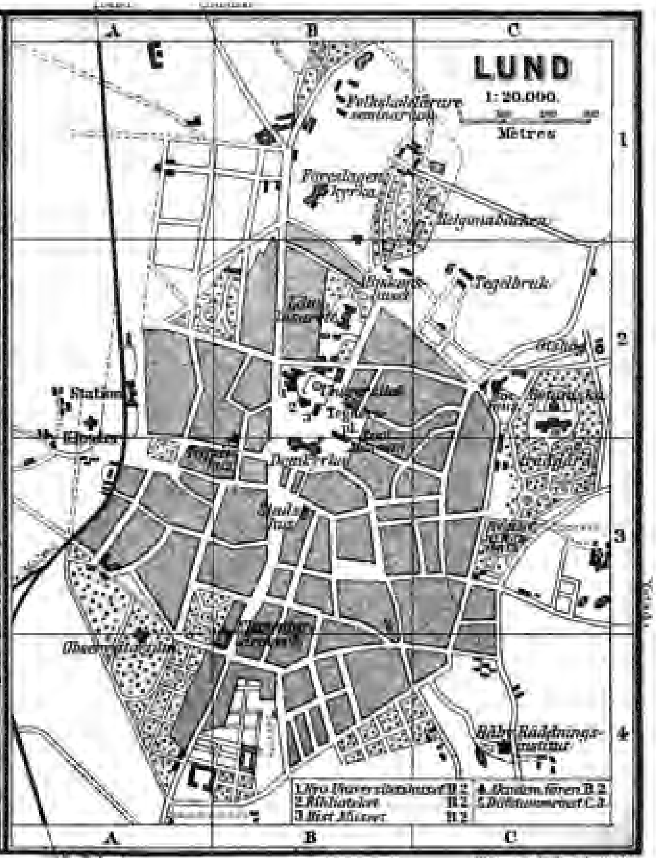
In the middle ages Malmö was the chief trading town on the Sound, owing its prosperity mainly to the herring-fishery, which attracted merchants from all parts of the Baltic. It is mentioned for the first time in 1259, but it lay at that time in the *Westervång*, now the suburb of Södervärn, while the site of the modern town was then occupied by the fishing-village of *Svalperup*. During the chequered reign of Christian II. of Denmark (1513-23) Malmö embraced the cause of that monarch, the burghers being headed by their spirited burgomaster *Jürgen Kock*, the builder of an interesting house in the Frans Suells Gata (now owned by the family of Kockum and called the 'Kockumska Hus'). The modern prosperity of the town dates from the end of the 18th cent., when *Frans Suell*, a public-spirited merchant, caused the harbour to be constructed.

The *Harbour* is on the N. side of the town. The *Hamn-Gata* leads thence straight to the Malmöhus (Pl. A, 2, 3), a fortress at the W. end of the town, dating in its present form from 1537, and architecturally interesting. It is now a prison. Bothwell, Queen Mary Stuart's third husband, was imprisoned here in 1573-78, but the dungeon in which he was confined is now walled up. He died on 14th April, 1578, in the château of Dragsholm in Zealand. Between the castle and the town are the pleasant promenades of *Kung Oskars Park* (café, with concerts frequently).

The *Petri Kyrka* (Pl. 5; B, 2), near the Stor-Torg ('great market'), founded in 1319, and restored in 1847-53, is a fine Gothic brick-built church. The tower is now being completed.

The *Rådhus (Pl. 8; B, 2), or town-hall, in the Stor-Torg, a handsome edifice in the Netherlandish Renaissance style, was built in 1546 and entirely restored in 1864-69. The façades are in brick,

Helsingborg
Helsingör
SVERIGE
Hven
Landskrona
SJÄLLAND
Saltholm
Lomma Bugt
Kjöge Bugt

MALMÖ
1:30.000.
Mètres
Malmöhus
Stora Kanalen
Station
1. Elementar-läroverk B2
2. Hospital C2
3. Kasern C2
4. Katolska kyrka B3
5. St. Petri kyrka B2
6. Tyska Kyrka C2
7. Nya Tullhuset B2
8. Rådhus B2
9. Residens B2
10. St. Pauli kyrka C3

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Folkskolelärare seminarium
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1. Nya Universitetshuset B2
2. Bibliotek B2
3. Hist. Museet B2
4. Akadem. fören. B2
5. Döfstummeinst. C3

and the copings and five figures in niches on the roof in sandstone. Handsome oriel-window in the centre. The handsome *Knutssal* in the interior was the council-chamber of the once powerful *Knutsgille* ('Guild of Canute'). The *Landstingssal* is also noteworthy. — In the Stor-Torg is also situated the residence of the *Landshöfding*, or governor of the province, in which Charles XV. died on 18th Sept., 1872, when on his way back from Aix-la-Chapelle.

The *Tyska Kyrka* (Pl. 6; C, 2) contains a life-size portrait of Luther, with a swan and the hexameter: '*Pestis eram vivens, moriens ero mors tua, papa*'. — By the Gustaf Adolfs Torg (Pl. B, 3), to the S.E., is the *Roman Catholic Church* (Pl. 4; B, 3), to the W. is the shady *Cemetery* (Pl. B, 3). — At *Rörsjö* (Pl. C, 3), the E. quarter of the town, is the *St. Pauli Kyrka*.

Railway from Malmö to Klagstorp (48 Kil., in $3^1/_4$ hrs.; fares 2 kr. 55, 1 kr. 65 ö.). — 19 Kil. *Hvellinge* (*Inn).

32 Kil. *Trelleborg* (Schweitz's Hotel), an old town with 2300 inhab. and several factories, is the terminus of the Lund, Svedala (see below), and Trelleborg railway (p. 246). — 48 Kil. *Klagstorp*.

About 4 M. to the W. of Hvellinge, on a bleak sandy peninsula, lie the two ancient little towns of **Skanör and Falsterbo**, once famed for their herring-fishery and the 'Fair of Skåne'. Their total population is now about 1000 only. The old churches are interesting.

Railway from Malmö to Ystad (63 Kil., in $2^1/_2$-$3^1/_2$ hrs.; fares $4^1/_2$, $2^1/_4$ kr.). The train traverses the fertile province of Skåne, with its extensive corn-fields, beautiful groves of beeches, white churches, and handsome country-seats. 6 Kil. *Hindby*; 11 Kil. *Oxie*; 16 Kil. *Skabersjö*, 3 M. to the N.E. of which is the handsome mansion of *Torup* (afternoon's drive from Malmö). 21 Kil. *Svedala*, junction for Lund and Trelleborg (see above). 29 Kil. *Börringe*; 34 Kil. *Skurup*; 44 Kil. *Rydsgård*; 51 Kil. *Marsvinsholm*; 55 Kil. *Charlottenlund*.

63 Kil. **Ystad** (*Hôtel du Sud; Hôtel du Nord;* British vice-consul, *Mr. H. Nilsson*), a busy seaport and manufacturing town, with 8000 inhab. Steamers to Stockholm, Malmö, Copenhagen, and Gothenburg; others to Stettin, Lübeck, and Bergen; also several small local steamboats.

The steamer plying between Copenhagen and the island of **Bornholm** (every evening except Sun.) touches at Ystad on Wed. and Sat. night. Bornholm (230 sq. M.; 35,000 inhab.), which belongs to Denmark, lies 37 M. to the S.E. of the Swedish mainland (3 hrs. from Ystad). It yields the porcelain-clay used in the famous manufactories of Copenhagen. The steamer lands at *Rönne*, the capital, on the W. coast. The island is rocky and mountainous. The hill called *Rytterknægten* and the *Echodal* in the interior are worthy of a visit. Between *Svaneke* and *Allinge* on the N.E. coast are the grand cliffs of *Randklöveskaaret*, *Helligdomsklipperne*, *Gaaserenden*, *Vaade Ovn*, and *Törre Ovn*. On the N. side the island terminates in the promontory of *Hammeren*, near which lies the ruin of *Hammershuus*.

Railway from Ystad to Eslöf (76 Kil., in $3^1/_2$ hrs.; fares 5 kr. 40, 2 kr. 70 ö.). 11 Kil. *Svenstorp*. From (19 Kil.) *Tomelilla* a branch-line (27 Kil. in $1^1/_2$ hr.; fares 2 kr. 10, 1 kr. 10 ö.) runs to the little seaport of *Cimbrishamn* or *Simrishamn* (2000 inhab.; Hôtel Simrishamn, Svea). Near Cimbrishamn is the *Glimmingehus*, a curious old baronial castle; and a little to the N. is the fishing-village of *Kivik*, with an interesting monument with sculptured stones at the sides.

27 Kil. *Esperöd;* 32 Kil. *Löfvestad;* 41 Kil. *Wollsjö*. To the S. of (41 Kil.) *Bjersjölagård* is the *Öfveds-Kloster* on the *Wombsjö*. — 60 Kil. *Löberöd*. Between (65 Kil.) *Hurfva* and (71 Kil.) *Christineberg* the train passes the mediæval château of *Skarhult*, containing a picture-gallery. 76 Kil. *Eslöf*, see p. 246.

37. From Malmö to Nässjö *(and Stockholm)*.

268 Kil. (167 Engl. M.). Södra Stambanan. Express (1st June to 30th Sept.; tickets not issued for less than 75 Kil.) in $5^3/_4$, quick train in 7 hrs. (fares 22 kr. 80, 16 kr. 10 ö.); ordinary train in 10 hrs. (fares 18 kr. 80, 14 kr. 10, 9 kr. 40 ö.). The mixed trains *(blandade tåger)* are suitable for short distances only. — Each carriage contains a notice as to stoppages for refreshments.

[From Malmö to Stockholm, 618 Kil. (383 M.); express in $13^2/_3$-$14^1/_2$, quick train in 16-17 hrs. (fares 52 kr. 55, 37 kr. 10, 23 kr. 40 ö.); ordinary train in 38 hrs. (fares 43 kr. 30, 32 kr. 45, 21 kr. 65 ö.). Sleeping-berth 10 kr. in addition to first-class fare. — Those who wish to avoid so long a railway journey may take the train to *Jönköping* and the steamer thence by Lake Wettern and the *Göta Canal* to Stockholm (comp. p. 265).]

The train skirts the Sound, crosses the *Segeå* near (5 Kil.) *Arlöf*, and then the *Höjeå*. Near (9 Kil.) *Åkarp* is the agricultural school *(Landbruksinstitut)* of *Alnarp*. Fertile country. Close to Lund are several large hospitals.

17 Kil. **Lund** (*Central Hotel*, Stora Kungsgatan 4, near the cathedral, R. and B. only; *Stadshuset*, Stor-Torg; *Skandinavie; Jernvägs-Hotel;* booksellers, *Lindstett*, Stor-Torg, and *Gleerup*, Stora Södragatan, by the market; see Plan of town, p. 243), once called *Londinum Gothorum* or *Metropolis Daniae*, an ancient town with 15,000 inhab., became an episcopal see in 1048. In 1104 it was erected into an archiepiscopal see for the whole of Scandinavia. The last archbishop was banished and popery abolished by Christian III. in 1536. In its palmy days Lund is said to have had 200,000 inhab. and 21 churches, besides monasteries. At the present day it has a dull, rustic appearance, especially during the university vacations. — From the *Railway Station* (Pl. A, 2) we walk in a few minutes to the centre of the town, where the cathedral and the university are situated. On the way we pass the house of the poet *Esaias Tegnér* (Pl. B, 2, 3; pron. Tengnáre; b. 1782, d. 1846), who lived here in 1813-26 and wrote his Frithjof, Gerda, and other works. The house contains a few memorials of the poet.

The *Cathedral (Pl. B, 3), perhaps the finest church in Scandinavia, was consecrated by *Archbishop Eskil* (p. 318) in 1145. It is a pure Romanesque edifice, with two towers and a semicircular apse, and has been judiciously restored. The exterior, especially of the choir, is elaborately adorned in a manner that recalls the Middle Rhenish style of the 12th cent., and probably dates from the period after the fire of 1172. Observe in particular the choir, with round-arched frieze borne by columns in the first story, blind arcades in the window-story, and above these an open colonnade.

The **Interior** (generally open in the forenoon; entrance on the S.E. side; 'klockåre', or sacristan, Lilla Kungsgatan 2), although only 210 ft. in length, 108 ft. wide, and 70 ft. high, looks much larger owing to the breadth of the W. end, and to the fact that the pavement rises in the middle $1^1/_2$ ft. above the level of the aisles. Nine pillars on each side separate the nave from the aisles. Seventeen steps ascend from the nave to the imposing transept, two more to the choir, and lastly three to the high-altar. Observe the handsome *Pulpit* of 1592, the old seven-branched *Candelabrum*, the carved Gothic *Choir-Stalls*, and the modern *Frescoes* on a gold background, by *Thulin*.

Under the transept and choir lies the grand *Crypt (*Kraftskyrkan*)*, 121 ft. long, 33 ft. wide, and 13 ft. high, borne by 24 pillars, and lighted by ten small windows. In the N. arm of the crypt is a large *Well*, with satirical figures and inscriptions by *Van Duren*, a Westphalian master, who lived in Lund in 1513-27. Archbishop Birger (d. 1519) is buried here. On two of the pillars are the figures of the giant Finn and his wife, the traditional builders of the church. They were hired by St. Lawrence to construct the building, and they stipulated either for the sun and the moon, or for the saint's own eyes as their reward, unless the holy man should guess the giant's name. Luckily he overheard the giantess pronounce her husband's name while she was lulling her child to sleep, and thus saved his eyes. The enraged couple then tried to pull the church down again, but the saint converted them into stone, as their figures still testify.

In the beautiful promenades, shaded by fine lime-trees, to the N. of the cathedral, rise the buildings of the University (Pl. B, 2), founded in 1668, and now attended by about 800 students. To the N.W. are the New University Buildings (Pl. 1), in the Greek Renaissance style, designed by Helgo Zettervall, and erected in 1878-82. Adjacent is the old University, occupying the site of the ancient episcopal residence (*Curia Lundensis*), now the *Library* (Pl. 2) and the *Historical Museum* (Pl. 3), which contains archæological collections. (Director, Dr. S. Söderberg.) Adjacent, on the E., is the *Tegnérs-Plats*, embellished with a *Statue of Esaias Tegnér* by Qvarnström. On 4th Oct., the day on which the poet matriculated at the University, the students assemble round his statue, and celebrate the day with processions, songs, and speeches. On the S. side of the Plats is the *Zoological Museum* (Pl. B, 2, 3), where almost all the Scandinavian vertebrate animals are represented. On the N. side is the building of the *Akademiska Förening* (Pl. 4; B, 2; with a restaurant, open to strangers).

The town is girdled with pleasant promenades. On the E. side lies the *Botanic Garden* (Pl. C, 2, 3). On the S.E. side of the town is the *Råby Räddnings Institut* (Pl. C, 4), a charitable establishment founded by Gyllenkrook. To the N.E. rises the *Helgonabacke* ('saints' hill'; Pl. C, 1; view), with promenades.

From Lund to Trelleborg (p. 243), 43 Kil., rail in 2-2¼ hrs. (fares 2 kr. 60, 1 kr. 70 ö.), by *Svedala*, junction for Malmö and Ystad (p. 243).

The Main Line, after leaving Lund, passes on the left the *Slíparebacke* ('Hill of St. Liberius'), where the Danish kings once received the homage of the Swedish province of Skåne. A monument records the victory of Charles XI. over the Danes in 1676. At (26 Kil.) *Örtofta* we cross the *Lödde*.

34 Kil. **Eslöf** *(Jernvägs-Hotel; Nilsson's)*, with 1400 inhab., lies on the N. margin of the wooded part of Skåne. — To *Ystad*, see p. 243.

From Eslöf to Landskrona (32 Kil.) and Helsingborg (77 Kil.) railway in 1¼-2 hrs. (fares 2 kr. 25, 1 kr. 15 ö.) or in 2-2½ hrs. (fares 3 kr. 45, 1 kr. 75 ö.). — 5 Kil. *Trollenäs;* 10 Kil. *Marieholm;* 15 Kil. *Teckomatorp.* 21 Kil. **Billeberga**, junction of the lines by *Asmundtorp* to *Landskrona* (see below), and by *Tågarp* (in a productive coal-district), *Wallåkra*, *Rans*, and *Ramlösa* to *Helsingborg* (see p. 251).

32 Kil. **Landskrona** *(*Stads-Hotel; Drufvan;* Brit. vice-consul, *Mr. Ferd. E. Neess)*, a fortified town of 11,500 inhab., with a good harbour. The *Castle*, completed in 1543, is now used as a prison and a storehouse. Steamboat to Copenhagen once or twice daily.

From Landskrona to Engelholm (p. 252), 48 Kil., railway in 2¼ hrs. (fares 3 kr. 20 ö., 2 kr.). Beyond (9 Kil.) *Wadensjö* the line crosses the Helsingborg and Billeberga railway by a bridge (see above). Near (26 Kil.) *Billesholm* are extensive coal-mines. 35 Kil. *Åstorp* is the junction of the Hessleholm-Helsingborg line (p. 251) and for *Höganäs* (p. 251).

44 Kil. *Stehag*, a little beyond which the *Ringsjö* (184 ft.) lies on the right. 54 Kil. *Hör*, whence a branch-line goes to (13 Kil.) *Hörby*. To the N. of the station rises the basaltic *Anneklef*. Near (68 Kil.) *Sösdala* is the church of *Mällby*, where Otto Lindblad, the composer, was once sacristan.

83 Kil. **Hessleholm** *(Bern's Hotel*, with Rail. Rest.), an increasing place. To the W. lies *Lake Finja* (150 ft.).

From *Hessleholm* to *Helsingborg*, see p. 251.

From Hessleholm to Christianstad, 30 Kil., railway in 1¼ hr. (fares 2 kr. 10, 1 kr. 5 ö.). Unimportant stations. From *Karpalund*, the last, a branch-line diverges to (35 Kil.) the sea-port of *Åhus*, whence spirits are largely exported.

30 Kil. **Christianstad** *(Stadshuset; Jernvägs-Hotel)*, a town with 9700 inhab., and seat of the *Skånska Hofrätt* (appeal-court of Skåne), established in the *Kronhus*, was founded by Christian IV. of Denmark in 1614. It lies on a peninsula formed by the *Helgeå*. The *Church* was erected in 1617.

The Railway from Christianstad to Sölvesborg (31 Kil. in 1½ hr.; fares 2 kr. 30, 1 kr. 45 ö.) is a narrow-gauge line. 13 Kil. *Beckaskog*, station for the estate of that name (3 M. to the N.), situated between the *Oppmannasjö* and the *Ifösjö*, once a Bernardine monastery, now crown-property (often visited and sung by Charles XV.). — Then *Gualöf*, *Bromölla*, and *Sölvesborg*, a seaport with a ruined castle and several distilleries.

Dreary moor. 92 Kil. *Balingslöf*, 102 Kil. *Hästveda*, 113 Kil. *Ousby*, 125 Kil. *Killeberg*.

Before crossing the boundary between Skåne and *Småland* (so called from the 'small patches of arable land' with which it is sprinkled), we enter a dreary and interminable *Skog*, a favourite theme in popular Swedish song. This region consists of moor, swamp, forest, lakes, hills, rocks, and debris intermingled in chaotic confusion and extending with few interruptions all the way to Haparanda. This chaos was formed by the action of the ice with which the whole peninsula was once covered. The stones and rocks, worn and rounded by glacier-action, are generally clothed with a thin carpet of mossy vegetation. The forest (*skog*, from *skugga*, 'shadow', as contrasted with *lund*, 'pleasant grove') consists of pines and deciduous trees in the S. parts of this region, but in the N. the sombre fir-tree alone survives. The engineering of the railway presented great difficulties here. Embankments, cuttings, and bridges are very numerous. On each side lie long ramparts built up of loose stones. At places, however, we pass fields and pastures with herds of cattle. A few churches with detached belfries (*klockstapel)*, and red cottages, roofed with green turf, are also seen at intervals. Manufactories are occasionally passed, and mills flank most of the rivers.

Between (134 Kil.) *Elmhult*, the first station in Småland, and (150 Kil.) *Liatorp* lies *Råshult*, the birthplace of *Linné* (13th May, 1707). His father was joint-pastor of this parish, but removed the following year to Stenbrohult in the vicinity. Nearing *Djöbruk*, we see Råshult on the right, with an obelisk erected to Linnæus in 1866. Fine views of the long *Möckeln-Sjö* (446 ft.), farther on.

163 Kil. *Wislanda.*

From Wislanda to Halmstad (p. 252) 115 Kil., railway in about 6 hrs. (fares 8 kr. 10, 5 kr. 20 ö.). The chief station on the route is *Bolmen*, on the lake (465 ft.) of that name, 10 M. long and 6 M. broad, from which the Lagaå (p. 252) issues. In the lake is the long island of *Bolmsjö*, once the seat of the heathen kings of Finveden, as W. Småland is called, containing curious tombstones.

From Wislanda to Karlshamn, 78 Kil., railway in $3^3/_4$-$4^1/_2$ hrs. (fares 5 kr. 50, 3 kr. 55 ö.). The train passes *Lake Åsnen* (450 ft.), the bays of which it repeatedly crosses. Stations unimportant.

78 Kil. **Karlshamn** *(Stadshuset)*, a town with 6800 inhab., at the mouth of the *Mieå*, in the pretty district of *Blekinge*. — From Karlshamn to *Ronneby* and *Karlskrona* (p. 248) 70 Kil., rail in about $3^1/_2$ hrs. (fares 4 kr. 90, 3 kr. 15 ö.).

182 Kil. **Alfvesta** (*Rail. Rest.*, with rooms), where a long stoppage is usually made, is prettily situated at the N. end of *Lake Salen* (470 ft.). On the right is the old church of *Aringsås* with its belfry and curious Runic stones. — To *Karlskrona* and *Kalmar*, see p. 248.

194 Kil. *Moheda.* Then *Lamhult* (with the Grönskulle, 387 ft., on the left), *Stockaryd*, *Säfsjö* (junction for Hvetlanda), *Sandsjö*, and *Grimstorp*. Countless lakes.

268 Kil. **Nässjö** (1020 ft.; **Rail. Rest.; *Hôtel Wiborg; Hôtel Laurin*), junction for *Jönköping* (p. 264), *Oskarshamn* (p. 250), and *Halmstad* (p. 252).

From Nässjö to Stockholm, see p. 268.

38. From Alfvesta to Karlskrona and Kalmar.

From Alfvesta to *Wexiö*, 18 Kil., in 3/4 hr. (fares 1 kr. 30 ö., 65 ö.); from Wexiö to *Karlskrona*, 114 Kli., in 4½-5½ hrs. (8 kr. 55, 4 kr. 30 ö.). — From *Emmaboda* to *Kalmar*, 57 Kil., in 2¾ hrs. (4 kr. 30, 2 kr. 15 ö.).

Alfvesta, see p. 247. This line traverses a wooded district, enlivened here and there with the cottage of a settler, with its patch of pasture and its peculiar fence of oblique stakes, common in Norway and Sweden and also among the Alps.

8 Kil. *Gemla*, with several manufactories. 13 Kil. *Räppe*, on the *Helgasjö* (on which a steamer plies), at the point whence it falls into the *Bergqvarasjö*. To the S. of the station, close to the latter lake, is the estate of *Bergqvara*, with a picturesque ruined castle.

18 Kil. **Wexiö** (**Nya Hotel; Gästgifvaregård*), the capital of the *Kronobergs-Län*, dating as a town from 1342, now with 6200 inhab., rebuilt on a more spacious plan since the fires of 1830 and 1840, lies at the N. end of the *Wexiö-Sjö*. The *Cathedral*, dedicated to St. Siegfrid (d. about 1030), the apostle of this region, has been unskilfully restored. The *Smålands Museum*, in a new building not far from the station, contains a collection of antiquities, a library, a cabinet of coins, and a bust of Linnæus (p. 247), who went from Wexiö to the university of Lund. On a hill to the E. of the town, and connected with it by an avenue, lies the episcopal residence of *Östrabo*, once occupied by Tegnér, the poet (p. 246), who died here on 2nd Nov., 1846. He is buried in the cemetery to the W. of the town, by the S.W. wall, where his grave is shaded by a canopy of maples.

Pleasant Excursion from Wexiö to (5 Kil.) *Evedal*, with its mineral spring, and (3 Kil. further) the royal château of **Kronoberg** on the *Helgasjö* (535 ft.), now occupied by the governor of the district. On an island in the lake are the fine ruins of the once strong castle of *Kronoberg* (which has given its name to the district of Kronobergs-Län), shaded with beeches. — About 15 Kil. to the S. of Wexiö is the *Inglinge Hög*, once a place of assize. At the top is a stone 7 ft. high, with a smaller round stone (*stenklot*) with geometric pattern. Extensive view.

The train now traverses an interminable forest, relieved with many lakes and several glass-works. Stations *Åryd*, *Hofmantorp*, *Lessebo*, *Skruf*.

57 Kil. *Emmaboda*, junction for Nybro and Kalmar, see below.

The Karlskrona Line follows the course of the *Lyckebyå*, and then that of the *Bubbetorpså*. Stations *Wissefjärda*, *Holmsjö*, *Spjutsbygd*, *Rödeby*. At *Lyckeby*, a prettily situated place, the train quits the mainland and crosses several bridges and islands to —

114 Kil. **Karlskrona** (*Storkällaren; Frimúrarehuskällaren;* Brit. vice-consul, *Mr. A. Palander*), the headquarters of the Swedish navy, a town with 20,000 inhab., situated on several islands.

From Emmaboda (see above) to Kalmar. 2 Kil. *Lindås;* 17 Kil. *Örsjö;* 27 Kil. *Nybro*, whence a branch-line diverges to the iron-works of *Säfsjöström*. 41 Kil. *Trekanten*. The train now reaches a more smiling coast-landscape, where birches, oaks, and beeches appear. In the distance is the island of *Öland* (see below). 50 Kil. *Smedby.*

57 Kil. **Kalmar** (*Witt's Hotel; *Central Hotel; Hôtel Le Grand;* Restaur. in the theatre, opp. Central Hotel; Brit. vice-consul, *Mr. C. O. Söderbergh*), a very ancient town with 12,000 inhab., lies partly on the mainland and partly on two islands in the *Kalmarsund*, which separates the coast from the island of Öland. In 1397 Kalmar, which used to be called '*rikets nyckel*' (the key of the kingdom), witnessed the conclusion of the *Kalmar Union* (p. lv), by which the three Scandinavian kingdoms were united for a century and a quarter.

The railway station is on the S. side of the *Qvarnholm*, the island on which the greater part of the town lies. In the middle of this quarter rises the **Cathedral*, designed by Tessin, built in stone from the quarries of Öland in 1660-99.

The chief object of interest is the old castle of **Kalmarnahus*, a large quadrangular edifice, with towers, ramparts, and moats, on an island connected with the mainland. Between 1307 and 1611 the castle resisted no fewer than twenty-four sieges. The Golden Hall and the Union Hall (which, however, is of later date than the Union) contain many paintings. The latter also contains a handsome bed used by Gustavus Adolphus in 1620 when he came to Kalmar to escort his bride, Princess Maria Eleonora of Brandenburg, to Stockholm where their marriage was to take place. Among the other rooms is *Gamla Kongsgemaket* ('old kings' apartment'), once occupied by the ill-starred Eric XIV., with a richly decorated timber ceiling and inlaid panelling partly executed by the king himself. A monument in the park commemorates Gustavus Vasa's return from Lübeck in May, 1520, when he first set foot again on Swedish soil at *Stensö*, 3 Kil. S.W. of Kalmar.

To the N.W. of the town, beyond the suburb of *Malmen*, is (3 Kil.) *Skälby*, with a fine park. About 20 Kil. to the S. are the round churches of *Hagby* and *Woxtorp* (like that of Solna near Stockholm, p. 301), and the famous *Brömsebro*, or bridge over the *Brömsebäck*, once the boundary between Swedish and Danish territory. — To Karlshamn, see p. 247.

From Kalmar we may cross to the large **Island of Öland** (steamer to Borgholm daily; see Kom. 71, 72, 218, 268), lying parallel with the coast, 150 Kil. long and 3-15 Kil. in breadth. It contains 38,000 inhab., who are chiefly engaged in farming and cattle-breeding. Among the other resources of the island is a quarry of alum-slate near *Möckleby*, at the S. end.

Öland does not belong to the usual Swedish granite formation, but consists mainly of a limestone plateau, originally formed under the sea, rising abruptly on the W. side in the southern half of the island, but sloping gently down to the E. coast. Between the cliffs (*landborgar*), which are dotted with numerous windmills, and the sea, particularly on the W. side, extends a fertile and partly wooded plain with numerous villages. In the centre of the island, near Borgholm, rises a bleak and arid tract of reddish limestone soil, called the *Allvar*, about 130 ft. in height. At the

N. end of the island the coast is covered with sandy downs, particularly at *Grankulla* in the parish of *Böda*. At this end of the island the main road runs inland, but farther S. it follows the 'landborgar'. Geologists should notice the numerous rock-formations resembling ships, with prow, stern, masts, and benches for rowers. Countless tumuli form another object of interest.

The capital of the island is **Borgholm** (*Victoria; Stads-Hotel*), a small town and watering-place with 900 inhab., prettily situated, near which (10 min.) is an imposing ruined **Castle*, built by John III., and destroyed by fire in 1806 (fine view). A memorial stone recalls Charles XIV. John, who used to shoot here. — About 13 Kil. to the S. of Borgholm a road diverges to the left from the main road to the village of **Högsrum**, near which is '*Noachs Ark*', the finest of the rock-formations above mentioned. Near it are also the 'landborgar' *Ismanstorp* and *Wipetorp* and several barrows of the flint period. — From the main road, 3 Kil. farther S., we turn to the right, enjoying a beautiful view of the Kalmar-Sund, to *Stora Rör* (Inn), where there are two curious tall stones called *Odens Flisor*. Some 13 Kil. farther S. (about 32 Kil. from Borgholm) lies *Färjestaden* (Inn), 'the ferry-place', whence we may row across to Kalmar (about 6 Kil.).

From Oskarshamn to Nässjö. — Travellers who do not wish to return from Kalmar to Wexiö and Alfvesta may take the steamer (2-3 times weekly, in 5 hrs.) to —

Oskarshamn (*Hôtel Oscar; Stads-Hotel; Jernvägs-Hotel;* Brit. vice-consul, *Mr. O. Wingren*), a trading and manufacturing town (5600 inhab.). Railway to Nässjö, 148 Kil. in 6 hrs. (fares 9 kr. 65, 5 kr. 45 ö.), through a wooded district. The first stations are unimportant.

65 Kil. *Hultsfred*, the junction of branch-lines to *Storebro* and *Wimmerby* (21 Kil.), two small manufacturing towns, and to *Ankarsrum* (with iron-works) and (70 Kil.) *Westervik* (see p. 270).

127 Kil. **Eksjö** (*Stadshus; Jernvägs-Hotel*), a town with 3100 inhab., near which is a curious *Skurugata*, a ravine 125 ft. deep, 20 ft. wide, and nearly 2 M. long, penetrating a rocky hill.

148 Kil. *Nässjö*, see p. 247.

39. From (*Copenhagen*) Helsingborg to Gothenburg.

Besides the railway between Copenhagen and Gothenburg described below, Steamers (Kom. 1, 204, 228) ply daily in summer. The direct steamers take 14-20 hrs., the 'Halland' steamers, starting at noon from the corner of the Havnegade and the Nyhavn at Copenhagen, touch at *Landskrona* (p. 246), *Helsingborg*, *Halmstad*, and *Warberg*, and reach Gothenburg in the afternoon of next day. — The *Kattegat*, through which we steer, forms the mouth of the Baltic. On an average there are 24 days when the current runs out from the Baltic for every 10 days when the tide sets in. These currents and the gales which often visit the Kattegat are apt to be unpleasant even in summer. In fine weather, however, the voyage is an agreeable one. The finest part of it is the passage through the mouth of the Sound, between *Helsingör*, with *Kronborg* (p. 350), and *Helsingborg*. Further on, the promontory of *Kullen* (p 251) is conspicuous. The vessel then loses sight of the Swedish coast. Before entering the 'skär' or island-belt of Gothenburg, we observe on the left the islet of *Nedingen*, with two towers and beacon-light. Entrance to Gothenburg, see p. 81, and Map, p. 256.

Railway from Helsingborg to Gothenburg (*Westkustbanan*), 243 Kil., in $6^1/_4$-$11^1/_2$ hrs.; fares 17 kr. 50, 12 kr. 80, 8 kr. 50 ö.

Railway from *Copenhagen* to *Helsingör*, in 2 hrs., and steamer thence to Helsingborg, in 20 min., see pp. 348-351.

Helsingborg (**Hôtel d'Angleterre*, in the Torg; **Mollberg*, also in the Torg, with good restaurant, R. from $1^1/_2$ kr.; **Continental*, *Munthe;* all near the harbour, with restaurants and cafés; rail. stat. on the S. side, not far from the quay; Brit. vice-consul, *Mr. Carl Westrup)*, a thriving town with 17,000 inhab., lies on the *Öresund* or *Sound*, which is here only about $2^1/_2$ M. wide, opposite Helsingör and the Kronborg (p. 350). The harbour is protected on the N.W. side by a pier $^1/_4$ M. long, on which stands a small monument in memory of the landing of *Bernadotte* (Charles XIV. John) on 20th Oct., 1810. The harbour is connected with the railway station by promenades.

Near Helsingborg, and 125 ft. above it, is the tower of **Kärnan*, rising in five stories to a height of 101 ft. (each side 51 ft. broad, walls 15 ft. thick). The *View hence is the finest on the Sound (comp. Map, p. 242). Opposite lies Helsingör, with the Kronborg; to the S. is the island of *Hven* (p. 350), to the N. rises the promontory of *Kullen*. The key of the tower (adm. 10 ö., a party 50 ö.) is kept by the 'Våktmästare', Långvinkels-Gatan 46 (the long street ascending the hill to the N. of the tower, reached by turning to the left at the head of the Torg and taking the second side-street to the right).

In a side-valley at the N. end of the town, through which the Engelholm road ascends ('Helsovägen'), lies the mineral spring of *Helsan*, with pleasant grounds (concert in the afternoon). Adjacent on the S. is the pretty *Öresundspark*, which may also be reached direct from Kärnan by a N. side-street of the Långvinkelsgata.

A road to the N. leads in a few minutes to the good *Sea Baths*. To the right is the long viaduct of the Gothenburg railway. On the coast, 6 Kil. to the N., is the royal château of *Sofiero*, and beyond it *Kulla Gunnarstorp*, the Gothic château of Count Wachtmeister.

From *Helsingborg* to *Eslöf*, see p. 246.

From Helsingborg to Hessleholm, 77 Kil., express in $2^1/_2$, ordinary train in 3 hours. The line intersects the coal-measures which extend E. from Helsingborg to Qvidinge and are about 7 ft. thick. 3 Kil. *Ramlösa*, where the Eslöf line diverges (p. 246). 5 Kil. *Ramlösabrunn*, a small mineral bath. Then *Påarp*, *Mörarp*, *Bjuf* (junction for *Billesholm*, on the Engelholm and Landskrona line), *Gunnarstorp*, and (24 Kil.) *Åstorp* (p. 246). 35 Kil. *Klippan*, with a large paper-mill. To the N. of it is the little town of *Åby*, and farther off are the estates of *Tomarp* and *Bjersgård*. To the S.E. of Klippan is the domain of *Herrevadskloster*, once a Cistercian monastery. 77 Kil. *Hessleholm*, see p. 246.

The Gothenburg Railway ascends by means of a long viaduct, soon losing sight of the Sound. The fertile but monotonous plain is bounded on the E. by the *Söderås* range. To the W. rises the Kullen. 9 Kil. *Ödåkra;* 14 Kil. *Kattarp*, where our line is crossed by that from *Åstorp* (p. 246) to *Höganäs*.

From Kattarp to Höganäs, 15 Kil., railway in $^3/_4$ hr. (stations unimportant). — *Höganäs* (Carlsen's Hotel), with coal-mines and famous pottery, is the starting-point for a visit to the **Promontory of Kullen,** which projects boldly into the Kattegat towards the N.W., like a huge finger, separating it from the *Skeldervik*. From Höganäs the road leads by (5 Kil.) *Krapperup*, with a château and park, and the fishing-village of (7 Kil. farther) *Mölle* (lodgings in several houses; food at Capt. Andersen's and Capt. Corfitsan's), which may also be reached by the afternoon steamer from Helsingborg. To the lighthouse *(Kullafyr)* at the extremity of Kullen is 3 Kil. more. The best point of view is the *Bårekulle*, a height ascended from the *Kockenhus* (which is about 4 Kil. from Krapperup) or from Mölle. Farther N. rises the highest point of the promontory (615 ft.), less easily reached.

18 Kil. *Rögle;* 21 Kil. *Wegeholm.* We then cross the *Wegeå*, which separates *Malmöhus-Län* from *Christianstads-Län.*

27 Kil. **Engelholm** *(Hôtel Thor; Vega)*, with 2100 inhab., with fishery and corn-trade, lies on the *Rönne-Å*, which the train crosses, and is also the station for the Landskrona line (p. 246). 30 Kil. *Engelholmshamn*, on the *Skeldervik.* To the left is the fishing village of *Skepparkroken.* To the right in the distance rises the long range of the *Hallandsås.*

35 Kil. *Barkåkra;* 39 Kil. *Förslöf.* Wooded heights alternate with arable land. Now and then we get a glimpse at the sea. We ascend the Hallandsås in curves to (45 Kil.) *Grefvie*, with a view of the sea and the Kullen. We then descend the valley of the *Sinarp*, which gradually expands, and are carried by an embankment 77 ft. high to (52 Kil.) the station of *Båstad*, which lies about 3 Kil. from the village of that name.

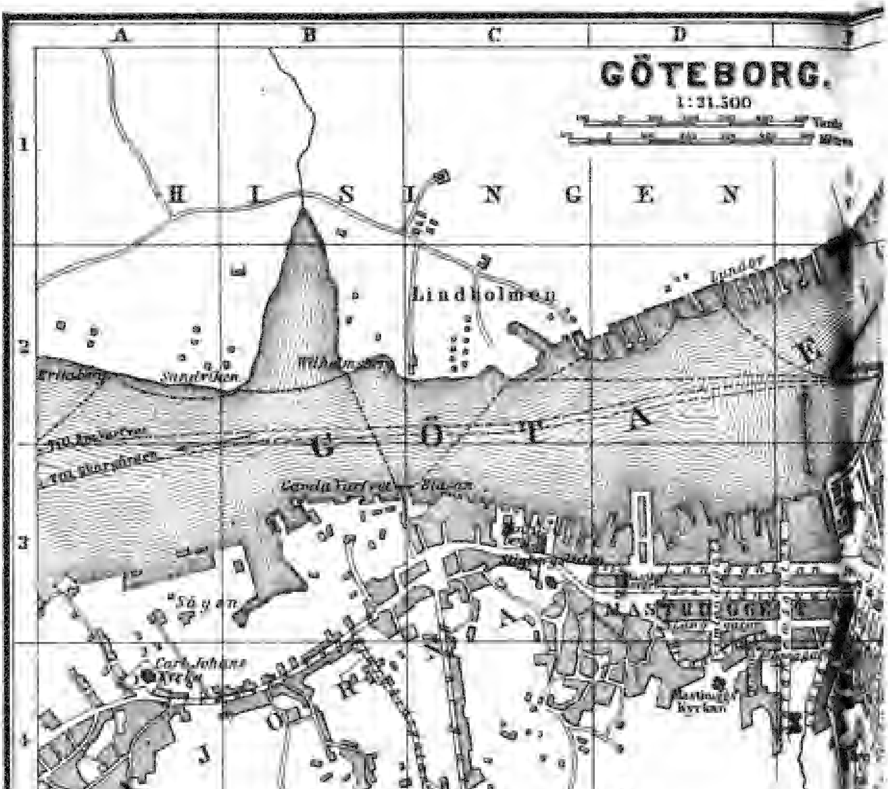
The train enters the province of *Halland*, crosses the *Stenså*, and traverses a level tract. 59 Kil. *Skottorp*, near the estates of *Gamla* and *Nya Skottorp* (where the line crosses the *Smedjeå*) and *Dömestorp*, where Charles XI. wedded the Danish princess Ulrika Eleonora in 1680. — 63 Kil. *Wallberga;* 68 Kil. *Laholm*, an old town with 1600 inhab., on the *Lagaå*, which we cross. 73 Kil. *Weinge*; 77 Kil. *Genevad*, where we cross the stream of that name. 81 Kil. *Eldsberga*, beyond which we near the sea. Beyond (84 Kil.) *Trönninge* the *Fylleå* is crossed.

92 Kil. **Halmstad** *(Hôtel Mårtenson; Svea)*, with 10,000 inhab., the seat of the governor of the province of Halland, with an old church and old castle, lies on the N. bank of the *Halmstadsbugt*, at the mouth of the *Nissaå*, which the railway crosses by an iron bridge. Famous salmon-fishery.

From Halmstad to *Wislanda*, see p. 247.

From Halmstad to Nässjö, 196 Kil., express in 6, ordinary train in 11 hrs. The train ascends the valley of the Nissaå. 5 Kil. *Sperlingsholm*, an old estate of the barons and counts Sperling, with a modern château and a large park. Most of the stations are unimportant. Some of them have large saw-mills. 115 Kil. Wernamo *(Rail. Rest.)*, a village of 600 inhab., with an important annual fair. 143 Kil. *Skyllingaryd*, with various factories; 151 Kil. *Götafors.* — 196 Kil. *Nässjö*, see p. 247.

Traversing a sandy plain and pine-woods, we pass near *Vapnö*, the estate of the family v. Staël-Holstein. 103 Kil. *Gullbrandstorp*, 108 Kil. *Harplinge*, 112 Kil. *Brännarp.* Fertile country with many farms. On the left are the churches of *Steninge* and *Refvinge* and the estate of *Bårarp.* Fine woods and hills of some height are now passed. On the right lie the large farms of *Susegården* and *Fröllinge.*


GÖTEBORG.
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HISINGEN
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Carl Johans Kyrka
Masthuggs Kyrkan
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Skajarbacken
Ladegaard
Storthingsgaden
Kirkegaard
Ankergaden
Bogstadveien
Kongens Gade
Prinsens Gade
Dronningens Gade
Kirkegaden
Nedre Slotsgade
Øvre Slotsgade
Torvet
Christianiafjord
Akershus
Vaterland
Grønland
Oslo
Bispegaard
Kongens Have
Slottet
Piperviken
Frognerkilen
Ruselokbakken
Bygdø Allé
Drammensveien
Munkedamsveien
Sinsen
Ladegaardsøen
St. Hanshaugen
Sagene
Bjølsen
Frydenlund
Grünerløkken
Pilestrædet
Universitetet
Theatret
1. Carl Johans Kyrka A.4.
2. Dom Kyrkan G.2.
3. Kogelska " F.3.
4. Garnisons " G.2.
5. Haga " F.4.
6. Johannis Kyrka G.3.
7. Katholska " G.1.
8. Kristina " G.2.
9. Synagoga H.2.
9a. Mission Kyrka G.4.
10. Allmänna Sjukhus G.3.
11. Arbetshus H.2.
12. Artilleri Etabl. F.3.
13. Basar F.3. G.3.
14. Börsen G.2.
15. Brunnsparken G.2.
16. Gustaf Adolfs Staty G.2.
17. Gymnastikhus F.3.
18. Kasern F.3.
19. Kurhus G.1.
20. Museum G.2.
21. Navigations Skola G.1.
22. Nya Teatern G.3.
23. Posthus F.2.
24. Rådhus G.2.
25. Rosenströms... Bad E.3.
26. Rn...ret F.2.
27. Telegraf G.2.
28. Sjömanshem D.5.
a. Hagland's Hot. & Götakällare H.2.
b. Kristiania H.2.
c. Royal H.2.
d. Carl XV H.2.
e. Prins Carl H.2.
f. Stadt Hamburg H.2.

Wagner & Debes, Leipzig

116 Kil. *Getinge;* the village lies on the opposite bank of the *Storå*, which falls into the *Suseå* farther on, by the turreted château of *Mostorp*. The train crosses the *Suseå*. 121 Kil. *Slöinge;* 125 Kil. *Heberg*. 135 Kil. *Falkenberg*, a town of 1800 inhab., with the remains of a mediæval fortress and extensive salmon-fishery, on the *Ätraå*, which the train crosses. To the right we see the church of *Stafsinge*, and, near the small station of *Lis*, the old mansion of *Lindhult*. 144 Kil. *Långås;* 152 Kil. *Tvååker*, to the E. of which are the villages of *Jernmölle* and *Jernvirke*, with iron-mines dating from the 12th century. 156 Kil. *Himle*. We then pass several villages and through a cutting in the *Apelviksberg* to the coast.

166 Kil. **Warberg** *(Warberg's Hotel)*, a town of 4200 inhab., with sea-baths and a conspicuous old castle, now a gaol, which we see on the left.

From Warberg to Borås (Herrljunga), 85 Kil., rail in $3^1/_2$-$4^1/_2$ hrs. No stations of importance except the two last, *Viskafors* and *Rydboholm*, with large cotton-factories. *Borås*, and thence to the main line, see p. 263.

We skirt the coast, where the beginning of the 'skärgård' or island-belt is marked by the large flat island of *Getterö*, and cross the *Himlaå*. The coast becomes more rocky, with long peninsulas jutting from it at intervals. On the left is the village of *Årnäs*, on the site of the trading town of *Aranäs*, destroyed by the Norwegians in 1265. 179 Kil. *Åskloster*, on the left bank of the *Viskaå*, which falls into the *Klosterfjord* here and is crossed by the railway. Beyond (183 Kil.) *Backa* the line reaches the *Wendelsö-Fjord* and crosses the *Löftaå*. 191 Kil. *Frillesås;* 197 Kil. *Åsa*, on the large *Kongsbacka Fjord*. The valleys which intersect the barren cliffs are fertile and well cultivated. On a peninsula to the left stands the old mansion of *Tjolöholm*. We ascend a valley, past the large villages of *Torpa* and *Tom*, where we observe a fine beech-grove, and cross the plain of *Dufveheden* to (207 Kil.) *Fjärås*. To the E., above us, lies the mountain-lake of *Lygner*, from the inundations of which the plain is protected by an old moraine *(Fjärås Bräcka)*. On the lake lies *Gåsevadholm*, the estate of the Barons of Silfverskjöld. We next cross the *Rolfså*, the discharge of Lake Lygner. 215 Kil. *Kongsbacka*, a little town which gives its name to a large fjord. 220 Kil. *Anneberg;* 225 Kil. *Lindome*. Then across a marshy plain, and over the *Mölndalså*, to (235 Kil.) *Mölndal*, a town with cotton and weaving factories, and *Almedal*, another busy manufacturing place. Lastly we recross the Mölndalså by a low viaduct 660 yds. long.

243 Kil. *Gothenburg*.

40. Gothenburg.

Arrival. The large sea-going steamers land at the *Stora Bommens Hamn* (Pl. F, 2), the canal-steamers at the *Lilla Bommens Hamn* (Pl. G, 1), both at some distance from the hotels. Comp. *Sveriges Kommunikationer*, where under 'Göteborg' a complete list is given of the steamers sailing 'Norrut, Österut, Söderut, and Vesterut'. Hotel-omnibuses (75 ö.) and cabs (see below) meet the steamers. The *Stockholm Railway Station* (Pl. H, 1, 2) is close to the hotels, so that it is hardly necessary to take the omnibus. The station of the *Bergslags Bana* (Pl. H, 1; RR. 41, 53) is a little farther off.

Hotels. *Grand Hôtel Haglund & Göta Källare (Pl a; H, 2), in the Södra Hamngata, two separate houses, R., L., & A. from 2, D. 1¾-3 kr.; *Christiania (Pl. b; H, 2), Drottning-Torget 4, with restaurant, R. fröm 1½ kr., L. 50, B. 75 ö., déjeuner 1½, D. 2-3 kr. — Royal (Pl. c; H, 2), Östra Långgatan 8; Hôtel Kung Karl (Pl. d; H, 2), Köpmansgatan 54, and Hôtel Karl XV. (*Den Femtonde;* Pl. f; H, 2), Sillgatan 50, both near the station, the latter unpretending.

Restaurants. At the hotels; also **Frimurärelogen*, Södra Hamngatan 31; *Hinriksberg*, at *Stigbergsliden* (Pl. C, 3), with fine view of the harbour. — **Cafés** *(Schweitzerier): Lehnard's Café* (and confectioner's), Södra Hamngatan 59; *K. Baude*, confectioner, Kungsgatan 63. — Popular Resorts. **Trädgårdsföreningen* (p. 256; adm. 10 ö.; concerts in the evening); *Lorensberg* (Pl. H, 4), with restaurant, containing a bust of the poet *Wadman* by *Molin* (adm. 25 ö.).

The Gothenburg Licensing System, which has given rise to so much controversy, has been in operation here for many years and has worked well. It is at least certain that drunkenness has diminished greatly of late years. The system was also introduced at Stockholm in October, 1877, and the results are said to have been beneficial. The leading features of the system of licensing, or rather of *non*-licensing, are that a company is empowered to buy up all licenses and existing rights, and to open a limited number of shops for the sale of pure and unadulterated spirits, the salaried managers of which have no interest whatever in the sale of the spirits. The company, which is under the supervision of the municipality, after deducting interest at the rate of 5 per cent on the capital expended, hands over the whole of the surplus profits to the civic authorities, thus affording substantial relief to the rate-payers, and to some extent throwing the burden of maintaining the poor upon those who impoverish themselves by their own intemperance.

Post Office (Pl. 23; F, 2), Skeppsbro. **Telegraph Office** (Pl. 27; G, 2), Norra Hamngatan 12.

British Consul, *John Duff, Esq.* — **American Vice-Consul,** *B. A. F. Georgii, Esq.*

Money Changers. *Riksbanken*, Södra Hamngatan 27; *Göteborgs Enskilda Bank*, Lilla Torget 6; *Skandinavisk Bank*, Vestra Hamngatan 6; *Bröderna Larson*, both in the Norra Hamngatan 38.

Booksellers. *N. J. Gumperts*, *W. Hartelius*, *N. P. Pehrson*, *Wettergren and Kerber*, all in Södra-Hamngatan.

Cabs *(Droskor)*. Drive within the town, 1-2 pers. 75 ö., 3-4 pers. 1 kr.; longer drive 1¼-3¾ kr.; to the Slottsskogs-Park 1¾ or 2¼ kr. — One hour, 1-2 pers. 1½ kr., 3-4 pers. 2 kr.; each ½ hr. more, 60 or 75 ö. — Each trunk 10 ö.

Tramways from the Brunns-Park (Pl. 15; G, 2), by the Gustaf-Adolfs-Torg, to *Stigbergsliden* (Pl. C, 3); to the entrance of the *Slottsskogs-Park* (Pl. E, 5), past the Theatre and the Trädgårdsförening to the *Lorensberg* (Pl. H, 4) and on to *Getebergsängen;* also through the Stampgata to *Redbergslid.* Fare in each case 10 ö.

Steamboats to *Christiania*, *Fredrikshavn*, *Copenhagen*, *Hamburg*, *London* (weekly), *Hull* (weekly), *Leith* (weekly); also to *Wenersborg* and *Stockholm* (R. 41), etc., see *Sveriges Kommunikationer.* — Steam-launches *(Ångslupar)* also ply frequently from *Skeppsbron* (Pl. E, F, 2) to *Klippan* (every ½ hr.), *Majorna* (every ¼ hr.), *Nya Varfvet* (hourly), *Nya Elfsborg* and *Långedrag*, *Bratten*, and *Stjernvik* (sea-baths).

Sea Baths at *Långedrag* (pleasant excursion by steam-launch, see above; ('Kallbad' 75 ö., 'Varmbad' 1 kr.; Café Miramar) and at *Stjernvik* (see above). River Baths by the *Hisingbro* (Pl. G, 1). Warm Baths in the *Renströmska Badanstalt* (Pl. 25; E, 3).

English Church (Pl. 3; F, 3), Hvitfeldtplats, near the Magasingata.

Gothenburg (57° 42′ 28″ N. lat.), Swed. *Göteborg* (pron. *Yöteborg*), a busy and prosperous commercial city, which has outstripped Stockholm in some respects, lies in an extensive plain on the left bank of the broad *Götaelf*, about 5 M. from its mouth, and has an excellent harbour, which is rarely blocked with ice. The town was founded in 1619 by Dutch settlers (including the wealthy *Abraham Cabeliou*), on the invitation of Gustavus Adolphus, who brought with them their national style of constructing streets and canals. The first great impulse to its commerce was given by the great continental blockade (1806), during which it formed the chief depôt of the English trade with the north of Europe. It now owns a large commercial fleet and has world-wide business connections. Several of the chief merchants resident here are Scottish and German. The staple products are cotton, machinery, beer, and sugar, and ship-building is largely carried on. With its suburbs of *Gullbergs Vass* and *Stampen* to the E., *Haga*, *Albostaden*, and *Annedal* to the S. and S.W., and *Masthugget*, *Majorna*, and *Nya Varfvet* to the W., Gothenburg has now upwards of 100,000 inhabitants. In the centre of the town rise considerable hills of gneiss, which are gradually being built over.

The business-centre of the town, about equidistant (8 min.) from the railway-stations and the steamboat-quay, is the Gustaf-Adolfs-Torg (Pl. G, 2), on the N. side of which rises the Börs (Pl. 14), or *Exchange*, erected in 1849, with twelve columns in front. Adjacent is the Guard House. To the W. of it is the Rådhus (Pl. 24), or *Town Hall*, designed by *Nic. Tessin*, and built in 1670, but much altered since. Behind it is the German *Christina-Kyrka* (Pl. 8). In the centre of the Torg is a *Statue of Gustavus Adolphus* (Pl. 16), the founder of Gothenburg, by *Fogelberg*. This was the second statue cast from the same model. The first was wrecked on its way from Hamburg to Gothenburg, and was recovered by sailors of Heligoland, who claimed so exorbitant salvage that the Gothenburgers refused to pay it, and ordered the statue to be executed anew (1854). The original statue is now at Bremen.

By the Gustaf-Adolfs-Torg is the junction of the *Stora-Hamn-Kanal* and the *Östra-Hamn-Kanal*, the two chief canals in the town. The former is flanked with the handsome quays called the *Norra* and the *Södra Stora Hamngata*. — In the S.E. angle formed by these canals lies the small *Brunns-Park* (Pl. 15; G, 2).

At Norra Stora Hamngatan 12, in the building of the old East India Company, is **Göteborgs Museum** (Pl. 20; G, 2), a collection of pictures, natural history specimens, historical relics, objects of art, and industrial products (adm. on week-days 11-3, Sundays, 12-3; free on Wed. & Sun.; at other times 25 ö.).

The Natural History Collection includes admirable specimens of the fauna of Scandinavia, notably a fine eland *(Elg)* and a whale. Also a collection of plaster-masks of distinguished men and notorious criminals. — Upstairs are the Pictures *(Taflor)*: *Tidemand*, Bear-hunters, Rustic visitors; *Gude*, Landscape; *Möller*, The Sognefjord; *D'Unker*, Waiting-room, Dressing-room; *Hellqvist*, Louis XI.; *Forsberg*, Rope-dancers; *Birger*, Artists' breakfast at Paris. Here also is a marble group of Cupid and Psyche, by *Fogelberg* and *Molin*.

A few paces to the W. of the Museum is the harbour, with the *Stora Bommens Hamn* (Pl. F, 2), whence the sea-going and the coasting steamers usually start. Near this is the *Post Office* (Pl. 23), opposite the *Custom House*. On a hill to the right stands the *School of Navigation* (Pl. 21; G, 1). A little farther on are the *Prison* and the *Lilla Bommens Hamn* (Pl. G, 1), the landing-place of the Swedish canal-steamers.

To the S. of the Stora Hamn Canal, near the harbour, is the *Landshöfdingsresidens* (Pl. 26; F, 2), or residence of the governor of the district. We then follow the Stora Badhusgata and ascend to the left by a flight of stone steps to the top of the **Stora Otter-Hälleberget** (Pl. F, 2), a rock which commands the town and harbour: to the S., on another hill, is seen the *Artillery Station* (Pl. 12), beyond which is the entrenchment of Kronan; to the W. is the *Skeppsbro* (Pl. E, F, 2), a long quay from which the steam-launches start; at the S. end of the Skeppsbro is the *Rosenlunds Canal* (Pl. E, 3), where the Bohuslän fishing-boats, with their cargoes of fish from Norway, usually lie.

To the E. of the Hälleberg the Södra Stora Hamngata leads to the *Wallgraf* ('moat'), beyond which, on the right, is the entrance to the pleasant ***Gardens of the Trädgårdsförening** ('Garden Society'; Pl. H, 2, 3), with their interesting hot-houses and exotic plants (restaurant; music in the evening; adm. 10 ö., hot-houses 25 ö. extra).

On the S.W. side of the Wallgraf extends the promenade of *Kungs Park*. — In front of the *Theatre* (Pl. 22; G, 3) is placed Molin's fine group of the **Bältespännare* (p. 297). To the S. runs the Nya Allee, with its handsome residences, including the villa of *Mr. Oscar Dickson*, so well known for his endowment of Arctic exploration and his philanthropy. (Visitors admitted to the grounds, which contain a fine point of view.) To the S. of the Nya Allee are Kungsportsavenyn, Vasagatan, and other handsome new streets.

Farther on, to the left of the Nya Allee, rises the **Haga-Kyrka** (Pl. 5; F, 4), or church of the suburb of *Haga*, designed by *Edelsvärd*, and erected in 1856, mainly at the cost of Mr. David Carnegie, a wealthy Scottish brewer. From this point the tramway runs to the S., through *Annedal*, a suburb inhabited by artizans, to the *Slottsskogs-Park*, which deserves a visit ('Schweitzeri' or café). — In returning from the Slottsskogs-Park we visit the ***Utsigtsplats** (Pl. D, 5), the N. point of the rocky hill on the W. side of the park (marked by a flag-staff). The extensive view affords a good idea of the rocky character of the district. From the top a path descends N. to the (10-15 min.) *Masthuggs-Torg*, on the W. side of which is the *Sjömanshem*, erected on the occasion of the silver wedding of the King and Queen of Sweden. Close by is the tramway-terminus, and near it the *St. Johannis Kyrka* (Pl. 6), a little beyond which is the restaurant of *Hinriksberg*, on a hill, com-

GÖTEBORG
NYA VARFVET
Hake Fjord

manding an admirable view, particularly by evening light. Opposite lies the island of *Hisingen*, between two arms of the Götaelf, with *Lindholmens Mekaniska Verkstad*, where steamers are built. — To the W. of Masthugget, on rising ground, is the suburb of *Majorna*, with the *Karl Johans Kyrka* (Pl. 1), large shipbuilding yards, and Mr. Carnegie's *Porter Brewery* and *Sugar Factory*.

Among the other churches of Gothenburg may be mentioned the **English Church** (Pl. 3; F. 3), in the Hvitefeldtplats, and the Rom. Cath. *St. Josephs-Kapelle* (Pl. 7; G, 1), in the Spanmålsgata.

In the S.E. environs are numerous villas of the merchants of Gothenburg, most of them on the *Danska Väg*, the prolongation of the Korsväg (comp. Pl. I, 4). Their grounds are in many cases open to the public.

The *Cemetery* ('Nya Begrafningsplatsen'; comp. Pl. I, 2, 3) contains a monument to Bengt Fogelberg by Molin, that of Sven Renström by Scholander, etc. The Redbergslid tramway runs near it.

41. From Gothenburg to Wenersborg. Lake Wenern. Western Göta Canal.

88 Kil. (55 M.). Railway ('Bergslagsbana' to *Öxnered*, and 'Uddevalla-Herrljungabana' thence to *Wenersborg*) in 3-3½ hrs. (fares 6 kr. 70, 3 kr. 40 ö.). Return-tickets ('Tur,Retur') at reduced rates.

Or we may take the Canal Steamer (Kom. 120, 209, 210) from Gothenburg to *Trollhättan* (in 7-9 hrs.; fares 4½, 3¾, 3 kr.), a voyage which offers no attraction beyond the views of the Götaelf itself and a glance at the ruin of Bohus. We may either land at Åkersvass (p. 259), walk past the locks and Åkersberg to (30-40 min.) the Hôtel Utsigten, and go thence to the iron bridge and the Toppö Fall, or we may remain on board the steamer and visit the falls from Trollhättan. — From Gothenburg to *Wenersborg* 9-11 hrs. (fares 6, 5, 4 kr.); to Stockholm, see p. 260.

The 'Bergslagsbana' ascends the broad valley of the *Göta-Elf*. To the right lies the suburb of *Stampen*; then *Lejonet*, an old redoubt; to the left *Gullbergs Vass*. At the station of *Olskroken* the Stockholm line diverges to the right (R. 42). To the left appears the river. On each side of the valley are low granite hills overgrown with brushwood. Several small stations. At *Surte* we observe, to the left, the large ruined castle of *Bohus*, which gives its name to this district *(Bohuslän)*. 25 Kil. *Nol*. The train quits the valley and ascends to the right. Scrubby woods, characteristic of W. Sweden. 56 Kil. *Upphärad*. The view becomes more open, and a few cultivated fields are passed. Stat. *Welanda*, prettily situated; then, on the right, the Halleberg and Hunneberg (p. 260).

72 Kil. **Trollhättan.** — *Jernvägs Hotel, at the station, R. 2¾ kr.; Hôtel Trollhättan, near the falls, ¾ M. from the station; *Hôtel Utsigten, 1½ M. from the station, new, with fine view of the falls (p. 259), R., L., & A. from 1½, B. 1, D. 1½-4, pension 4½, omnibus ½ kr. (good photographs sold by the landlord). — As the hotels are often full in summer, rooms may be ordered by post-card.

A visit to the *Waterfalls (guide 1 kr., unnecessary) and the Canal takes at least 2½-3 hrs. (time between two trains suffices); but as the morning lights are the most favourable, it is better to spend a night here. — The vendors of photographs and knicknacks are rather troublesome.

Trollhättan, a town with 4000 inhab., consists almost entirely of manufactories, which use the motive power afforded by the falls (estimated at 225,000 horse-power), and of workmen's houses. The **Falls of Trollhättan*, six in number, besides several cataracts and rapids distributed over a distance of 1600 yds., are in all 108 ft. in height. Neither the falls nor their environs can be called picturesque, and their effect is diminished by the islands in the middle of the stream; but the enormous volume of water makes the spectacle very imposing. The interest of this spot is greatly enhanced by the skilfully constructed locks and sluices on the left side of the river, which afford a water-way between Gothenburg and Lake Wenern (comp. p. 262).

We follow the broad road from the station, and ($1/4$ hr.) cross the N. entrance to the canal by the bridge to the right beyond the Hôtel Trollhättan; then, by the Bro-Wakt, follow the broad path to the right, past a saw-mill, and across two small islands, to the *Spekö*. From this point we have a view of the *Gullö Falls*, 23 ft. in height, divided by the wooded island of *Gullö*. We then return to the Bro-Wakt and follow it towards the S., and beyond the next bridge descend to the right to a *Saw-mill*, with a large stock of timber. We pass to the right through the yard of this mill, which lies on the island of *Öna* (see direction 'till Wattenfallen'), and cross a small swaying bridge to the island of *Toppö* (25 ö.; two persons only may cross at a time). A platform and two galleries passed on the left before we reach the bridge, and the island of Toppö itself afford the best views of the ***Toppö Fall*, 42 ft. high, the grandest of the series. The island of Toppö separates the Toppö Fall from the *Tjuf Fall* ('thief fall') on the W. side. The lower gallery projects over the principal fall, and affords an admirable view of its seething and foaming waters, while several other falls descend at our feet from the mill. — A private bridge (50 ö.) crosses from the island of Öna to the *Gullö* (scarcely worth visiting), whence another bridge crosses to the right bank, on the N. slope of which lies the *Villa Strömsberg*.

We return to the left bank and walk to the Gothic brick church on a hill. We then turn to the right to an *Iron Bridge* across the river, constructed in 1889, which affords the finest general *view of the Toppö Fall. The stone arch which connects the iron bridge with the left bank crosses *Polhem's Lock*, planned by the engineer Polhem at the beginning of last century, but left unfinished in 1755. Following a path from this point for a few paces, we reach the *Kungsgrotta*, one half of a 'giant's cauldron' (p. 259), bearing the names of many visitors. The rocky hill by the grotto commands a fine view of the river, which here forms a third fall, the *Stampeströmsfall*, 8 ft. high, below which the river expands into the calm *Hoijumsvarp*. The opposite bank is steep and rocky; at its foot is an apparatus for catching salmon.

TROLL-
HÄTTAN
TROLLHÄTTAN.

Skirting the left bank, and passing below the church, a new road leads through pine-wood to (8-10 min., close to the road, on the left) an unusually symmetrical *Jättegryta*, or 'giant's cauldron'. These cavities, which are common in Norway and Sweden, have probably been formed by the erosive action of stones whirled round by eddies in the bed of a river.

About 50 paces further a finger-post points the way to the right to **Hôtel Utsigten* (p. 257), a conspicuous object in the view from the iron bridge. The tower of the hotel commands a fine, extensive view. We are here immediately above the *Helvetes Falls* ('hell falls'), in all 25 ft. in height, and of the *Kopparklint* opposite.

We now descend by a path through wood, passing the *Mekanisk Verkstad* on the left, and skirt the river, which here expands into the basin called *Oliden Ålan*. The path ('Kärlekens Stig') then leads past the *Flottbergsström* and the *Elfvi Sluss*, another unfinished lock by Polhem, to (1/2 hr.) the lower entrance to the locks, at *Åkersvass*, where steamboat-passengers from Gothenburg usually land. (Carriages in waiting. 'Schweitzeri' or café here.)

The eleven new **Locks of Åkersvass*, constructed by *Nils Ericsson* (d. 1870; p. 78), ascend in three sections, between which are two basins where vessels pass each other. Adjacent are the *Old Locks*, opened in 1800, now used for small vessels only. The traveller had better walk up the left bank of the new locks. Another path skirts the old locks. From the former path we cross one of the locks to the N. bank of the canal and ascend to a *Balcony* (view) and the hamlet of *Åkersberg*, where the offices of the Canal Administration are situated. — Thence to the railway station about 2 1/2 M.

The chief obstacle to the construction of the Göta Canal was presented by the formidable waterfalls of Trollhättan; and the first attempt to overcome it was made at the beginning of the 18th cent. by the engineers *Svedenborg* and *Polhem*, who planned three locks for the purpose; but the enterprise was abandoned in 1755. In 1800 eight locks were constructed, but, as these soon proved inadequate, eleven larger locks were formed by *Ericsson* in 1836-44. Besides these locks at *Åkersvass*, there are two at *Lilla Edet* and one at *Åkersström*, below Trollhättan; and two more above it, at *Brinkebergs Kulle* near Venersborg, where the waterfall of *Rånnum*, 68 ft. high, has to be avoided. These huge locks form a kind of staircase by means of which vessels (6000-7000 annually) ascend and descend with ease between the North Sea and Lake Wenern, 145 ft. above it.

Beyond Trollhättan the train crosses the Göta-Elf and reaches —

82 Kil. **Öxnered** (*Inn*, by the station), the junction of the Bergslagsbana, which goes on to Mellerud (for Fredrikshald and Christiania), Kil, and Falun (see p. 320), with the Uddevalla and Wenersborg line. Passengers for the latter change carriages here.

From Öxnered to Uddevalla, 23 Kil., in 1 1/4 hour. 6 Kil. *Grunnebo;* 9 Kil. *Ryr;* 15 Kil. *Engebacken.*

23 Kil. **Uddevalla** (*Uddevalla Hotel; Liljewalch's Hotel; Hôtel Norden*), a town with 7500 inhab., prettily situated on the *Byfjord*. The *Skansberg* is the best point of view. The *Kapellbackar* (200 ft.), hills of shell-marl, to the W., are interesting. Near the town are the baths of *Gustafs-*

berg. — From Uddevalla we may go S. by steamer to Gothenburg, or N. to Strömstad and Fredrikshald (p. 77). See the 'Kommunikationer'.

If the train from Öxnered to Wenersborg (4 Kil.) does not suit, we may take a carriage. Rail and road both cross the *Wassbotten*, a small bay of *Lake Wenern*.

86 Kil. **Wenersborg** (**Stadshus*, with restaurant; *Hôtel Victoria; Kasan*, a popular garden), a town with 5300 inhab., at the S. end of *Lake Wenern*, lies on the N. end of an island bounded on the W. by the Wassbotten, on the S. by the *Karlsgraf*, and on the E. by the *Göta-Elf* (see below). Warned by frequent fires, the town now consists of unusually wide streets.

On the left bank of the Göta-Elf, to the S.E. of Wenersborg, rise the steep and wooded *Halleberg* (485 ft.) and the *Hunneberg* (490 ft.), both with lakes and moors on their plateaux and pretty views from their slopes. The Halleberg is best ascended by the road from Lilleskog (see below).

From Wenersborg to Herrljunga, 65 Kil., railway in 3 hrs. (fares 4 kr. 30, 2 kr. 45 ö.). The train crosses a cataract of the Göta-Elf, passes between the Halleberg and the Hunneberg, and reaches (10 Kil.) *Lilleskog*, prettily situated. To the left lies the *Dettern*, a bay of Lake Wenern. From (37 Kil.) *Håkantorp* a branch-line diverges to (28 Kil.) *Lidköping* ($1^1/_2$ hr.; see p. 261). 65 Kil. *Herrljunga*, see below.

From Wenersborg by Steamboat on Lake Wenern and the W. Göta Canal to Karlsborg on Lake Wettern.

Steamboat in the direction of Stockholm 5 times weekly (once by Lidköping, Kinnekulle, and Mariestad): to *Motala* (p. 267) in 20-24 hrs. (fares 16 kr. 50, 13 kr. 75 ö., with separate cabin; 11 kr., with berth in the saloon; to *Stockholm* in 45-51 hrs.; fares 25, 21, 16 kr.). The W. Göta Canal (i.e. W. of Lake Wettern) is very inferior in scenery to the E. Göta Canal. Most travellers will visit the latter only, as the voyage all the way from Gothenburg to Stockholm (52-70 hrs.; 30, 25, 20 kr.) is apt to be tedious.

Other Steamers on Lake Wenern: the Dalsland boat, see p. 78; also from Wenersborg to *Lidköping*, *Kinnekulle*, and *Mariestad* twice weekly, going on once to *Karlstad* (p. 274) and once to *Christinehamn* (p. 274; see Kom. 210). — From Lidköping to *Kinnekulle*, *Mariestad*, *Christinehamn*, and *Karlstad* five times a week (Kom. 329). Between *Kinnekulle* and *Sunnanå* (p. 80) three times weekly (in 4 hrs.).

Lake Wenern (Swed. *Wenern*, or 'the Wener'), an immense sheet of water (100 Engl. M. long; 50 M. wide between Åmål and Mariestad; about 2290 sq. M. in area; 145 ft. above the sea-level), where storms sometimes impede navigation, forms an inland sea into which fall most of the rivers of Wester-Götland, Dalsland, and Wermland, including the *Klar-Elf*, from Wermland, one of the largest rivers in Scandinavia. These rivers, which expand at places into long lakes, traverse vast tracts of forest, affording excellent routes for the transport of timber to the lake. The *Göta-Elf* is the only efflux of the lake. The Göta-Canal connects Lake Wenern with Lake Wettern.

The S. part of Lake Wenern, which the canal-steamers traverse, is not very attractive. Looking back, we obtain a pleasing view of the Halleberg and the Hunneberg (see above). The quick boats run in 7 hrs. to Sjötorp, where the Göta-Canal begins (p. 262). About halfway, on the *Kollandsö*, an island surrounded by rocky islets, rises the well-preserved mediæval château of *Leckö*, with several towers, now government property.

By Leckö, to the S., opens the bay of *Kinne Viken*, which the canal-boats enter twice weekly (besides several others). The first station, 6 hours' steam from Wenersborg, is —

Lidköping (**Hôtel Lidköping; *Svea)*, the oldest town on Lake Wenern, with 5000 inhab., situated at the mouth of the *Lida*. The town has been burned down several times, and, with its church, has been entirely rebuilt since 1849.

Besides the canal-boats and other steamers above mentioned (p. 260), which connect Lidköping with the Kinnekulle five times weekly, the 'Kinnekulle', a local steamboat, plies between these two points four times a week. — Railway by *Håkantorp* to Wenersborg, see p. 260; by *Skara* to *Mariestad* or to *Stenstorp*, see p. 263.

On the E. side of the Kinne Vik rises the ***Kinnekulle** (pron. 'chin'), a long isolated range, extending 9 M. from N. to S., and 4 M. from E. to W., one of the most interesting hill-regions in Sweden, both geologically and in point of scenery. It rises in several steps or terraces corresponding to geological periods; granite, the lowest of these, is followed by sandstone, alum-slate, limestone, clay-slate, and lastly by trap, which has been upheaved in a liquid state through these other formations. With its valleys and woods, its abrupt cliffs ('klefvor'), its rich vegetation, and its numerous farms and pastures, the Kinnekulle forms quite a little world of its own..

One hour after leaving Lidköping the canal-boat reaches the station of *Kinnekulle-Hellekis*. (The other steamers ply in the same time to the station of *Kinnekulle-Råbäck*.) The Hellekis station is $^1/_2$ M. from the old manor of *Hellekis*, with its beautiful park, now the property of a company. (The mansion contains the offices, a post-office, and a geological collection.) The Råbäck station ($^3/_4$ M. S. of Hellekis) is $1^1/_4$ M. from Baron Klingspor's estate of *Råbäck*, with its charming park, to which visitors are kindly admitted. — Near Hellekis, Råbäck, and *Hönsäter*, formerly a baronial manor, a little to the N., are several large quarries.

From Hellekis a road leads in $^1/_2$ hr. (from Råbäck in $^1/_4$ hr.) to the *Hôtel Kinnekulle*, which consists of several separate buildings and affords a fine view (R. from $1^1/_2$ kr.). Pleasant walk of $^1/_4$ hr. to the *Mörkeklef* (which is also $^1/_4$ hr. from Råbäck). The ascent of the *Högkulle* (919 ft. above the sea, 774 ft. above the lake), the highest point of the Kinnekulle, takes 1-$1^1/_4$ hr. (extensive view).

The Hôtel Kinnekulle is $1^1/_2$ M. from rail. stat. *Gössäter* (p. 263). Carriage, if required, must be ordered at the hotel beforehand.

In 2 hrs. more the canal-steamer reaches **Mariestad** *(Stadshotel)*, a town of 2000 inhab., founded by Charles IX. at the mouth of the *Tida* about the year 1600, and so named in honour of his queen, a princess of the Palatinate. (Terminus of branch-lines from Moholm and Skara, p. 263.)

Passing the island *Thorsö*, we steam in 2 hrs. more to *Sjötorp*, where the western branch of the **Göta Canal** begins.

The natural depression which intersects S. Sweden from the Skager Rack to the Baltic, and which includes the great Wener, Wetter, and Malar Lakes, gave rise at an early period to the idea of connecting the two seas by means of a canal. The question was first mooted by Bishop Brask of Linköping (1516) and afterwards by Gustaf Vasa and Charles IX. The work was at length begun by *Svedenborg* and *Polhem* under Charles XII. (1716), and carried on by *Winham* (1753). These engineers attempted to construct locks to enable vessels to pass the Trollhätta Falls (comp. p. 258), but a great bulwark they had built to protect their works was destroyed by floating timber in 1755. Nothing more was done till 1793, when a company was formed for the construction of the 'old locks' of Trollhatta (p. 258). The E. prolongation of the canal is chiefly due to *Daniel Thunberg* and *Baron v. Platen*. The latter (d. 1829) set on foot the Göta Canal Company (1810) and lived to see the completion of the greater part of the work. The whole route from Gothenburg to Mem on the Baltic (240 M.; canal 56 M. only, 10 ft. deep) was opened in 1832. There are 58 locks in all, four being used for the regulation of the water in the canal. About 3000 vessels pass through the canal annually.

From Lake Wenern to Lake Wiken the canal mounts 155 ft. more by means of twenty locks (8 near Sjötorp, 2 on the way to *Norrqvarn*, 9 at *Hajstorp*). To *Töreboda*, where the canal is crossed by the Gothenburg and Stockholm Railway, the steamer plies in 5 hours. Nearing *Vassbacken*, the next station, we observe the estate of *Fimmersta* on the right. Beyond Vassbacken, on the right, a memorial stone marks the highest point of the Göta-Canal (300 ft.) above the sea-level. We then steam at the same level to *Lake Wiken*, which we enter through a lock. In the distance, at the S. end of the lake, lies the manor of *Ryholm*. At the *Forsvik* station a lock leads into the *Bottensjö*, a bay of Lake Wettern, on the S.W. side of which rises the *Waberg*, recently fortified. *Rödesund* (an hour's steam from Forsvik) is the station for **Karlsborg** *(Johansson)*, a fortress founded in 1820, beautifully situated on a peninsula between the Bottensjö and Lake Wettern. The passage across the latter lake to Wadstena or to Motala takes 2 hrs. more (see p. 267).

42. From Gothenburg to Katrineholm *(and Stockholm)*.

458 Kil. Express at night in 12 hrs., by day in $14^1/_2$ hrs. (fares 38 kr. 95, 27 kr. 50, 18 kr. 35 ö.). The slow trains (fares 32 kr. 10, 24 kr. 5, 16 kr. 5 ö.) take two days. — Those who wish to see *Lake Wettern* take the train from *Falköping* to *Jönköping*, and the steamboat thence to *Motala* or to *Hallsberg* (p. 264).

Gothenburg, see p. 253. To *Olskroken*, at which few trains stop, see p. 257. The line turns to the right into the valley of the *Säfveå* and crosses it several times. 9 Kil. *Partilled*; 15 Kil. *Jonsered*, beautifully situated on the *Aspen-Sjö*, with cotton-factories. 20 Kil. *Lerum*. 27 Kil. *Floda*, at the W. end of the *Flodasjö*. Farther on, an embankment 914 yds. long; then a cutting 1007 yds. long, through the *Krösekulle*. 35 Kil. *Norsesund*.

46 Kil. **Alingsås** (*Stads-Hotel*), with 2500 inhab. and several large factories, prettily situated near the influx of the Säfveå into *Lake Mjörn*, was founded in 1611 by inhabitants of *Lödöse*, a town which had been destroyed by the Danes.

The train crosses the river several times. 60 Kil. *Lagmansholm.* Then dreary moors (*Svältor*, i.e. 'famine-lands'). 67 Kil. *Wårgårda.*

80 Kil. **Herrljunga**, junction of branch-lines to the N.W. to Wenersborg and Uddevalla (see above), and to the S. to Borås.

From Herrljunga to Borås, 42 Kil., railway in 2 hrs. (fares 2 kr. 95, 1 kr. 70 ö.). Stations unimportant. — **Borås** (*Hôtel Westergötland; Victoria*), with 6000 inhab. and cotton-mills. — *From Borås to Warberg*, see p. 253.

87 Kil. *Foglavik;* 101 Kil. *Sörby.* At *Markakyrka* the line reaches its highest point (740 ft. above the sea-level). Tunnel.

114 Kil. **Falköping** (*Jernvägs-Hotel*, *Rantens-Hotel*, both at the station) is the junction for Jönköping and Nässjö (R. 43). Halt of 10-15 minutes. The town, with 2800 inhab., lies $^3/_4$ M. from the station. Margaret of Denmark defeated King Albert of Sweden here in 1389 (p. liv). Near the town rises the *Mösseberg* ('cap hill'; 820 ft.), with a hydropathic on its slope. The adjacent *Ålleberg* resembles the Kinnekulle (p. 261) in formation.

129 Kil. *Stenstorp*, junction of two branch-lines.

From Stenstorp to Hjo, 38 Kil., railway in 2-3 hrs. (fares 2 kr. 75, 1 kr. 60 ö.). Stations unimportant. From *Svensbro* a branch-line diverges to Ekedalen and Tidaholm. — **Hjo** (*Jernvägs-Hotel; Phœnix; Royal*), a town with 1400 inhab., lies on Lake Wettern, in a district known as *Guldkroken* ('golden corner'). Near it are several large estates. Steamboats ply to the other towns on the lake. Opposite lies Hästholmen, with the Omberg (p. 266; boat 5 kr.).

From Stenstorp to Lidköping, 50 Kil., railway in $2^1/_2$-3 hrs. (3 kr. 50, 2 kr. 25 ö.). The train crosses the *Brunhemsberg*, between the *Hornborgasjö* (395 ft.) and the *Billing*, and traverses the *Axevalla Heath*, the largest military exercising-ground in Sweden. 10 Kil. *Broddetorp.* 20 Kil. *Axvall;* about 6 Kil. to the E., near the 'skjuts-station' *Klostret*, at the base of the Billing, stands the *Warnhemskyrka*, a Gothic church containing tombs of early Swedish kings.

28 Kil. **Skara** (*Stadshotel*, near the station), with 3500 inhab., was once a famous episcopal town with nine churches, mentioned by Adam of Bremen. The Gothic **Cathedral*, consecrated by Bishop Ödgrim in 1151, now undergoing repair, contains the marble sarcophagus of *Erik Soop*, who saved the life of Gustavus Adolphus at the battle of Stuhm (in W. Prussia) in 1629. — From Skara a branch-line goes to *Gössäter* (27 Kil.; station for the Kinnekulle, p. 261) and *Mariestad* (54 Kil.; p. 261).

50 Kil. *Lidköping*, see p. 261.

139 Kil. *Skultorp*. Skilfully engineered line. Fine view to the E.

145 Kil. **Sköfde** (**Hôtel Billingen; Jernvägs-Hotel*), an old town with 4100 inhab., prettily situated at the foot of the *Billing*, junction of a branch-line to *Karlsborg* (44 Kil.; in $1^1/_2$-2 hrs.; p. 262).

160 Kil. *Wäring;* 167 Kil. *Tidan*. To the left a view of *Lake Östen* and the fertile plain of *Wadsbo*. 171 Kil. *Moholm*, junction of a branch-line to *Mariestad* (18 Kil.; in 1 hr.; p. 261).

At (184 Kil.) *Töreboda* the train crosses the *Göta Canal* (p. 262). It then traverses *Tiveden*, a dreary wooded region, famed in the military annals of Sweden.

198 Kil. *Elgarås;* 215 Kil. *Finnerödja.* To the left a view of the *Skagern-Sjö* (227 ft.). Then the lake and village of *Bodarne* on the right.

229 Kil. **Laxå.** The railway to *Charlottenberg* and *Christiania* diverges here to the left (see R. 46). — A little to the N. is *Porla Helsobrunn* (p. 274), a small watering-place, on the latter line.

244 Kil. *Wretstorp;* to the N. rises the *Kilsberg.*

259 Kil. **Hallsberg** (*Jernvägs-Hotel; *Rail. Rest.*), an important station, is the junction for *Örebro* to the N. (p. 318) and *Motala* (p. 267) to the S.; halt of 10-20 minutes.

Farther on we obtain a fine view of the plain of *Nerike.* — 272 Kil. *Pålsboda,* junction of a narrow-gauge line to Norsholm (p. 270). — 284 Kil. *Kilsmo,* on the N. bank of *Lake Sottern.* 294 Kil. *Högsjö.* 303 Kil. *Wingåker* is the centre of the district of that name. Beyond it, on the left, lies the estate of *Säfstaholm.*

We pass the lakes of *Wiren, Kolsnar* (*nar,* 'lake'), and *Näsnar,* and the château of *Sjöholm.* 316 Kil. *Baggetorp.*

324 Kil. **Katrineholm** (*Jernvägs-Hotel,* with restaurant) is the junction for Norrköping, Mjölby, Nässjö, and Malmö (RR. 45, 37). Long halt.

From Katrineholm to (458 Kil.) *Stockholm,* see p. 272.

43. From Nässjö to Jönköping and Falköping.

112 Kil. Södra Stambana. Express in $2^3/_4$-4 hrs. (fares 9 kr. 55, 6 kr. 75, 4 kr. 50 ö.), ordinary train in $6^1/_2$ hrs. (fares 7 kr. 85, 5 kr. 90, 3 kr. 95 ö.). Views to the right.

Nässjö, see p. 247. Scenery tame at first. 16 Kil. *Forserum;* 27 Kil. *Tenhult.* The train now begins to descend to the basin of Lake Wettern, about 670 ft. below, and affords a series of beautiful views. To the right we observe Husqvarna with its waterfall (p. 265), and in the distance the Wisingsö in Lake Wettern. A little beyond Husqvarna, where we are still 200 ft. above the lake, the train turns, descends to the left, and then skirts the lake.

43 Kil. **Jönköping** (*Stora Hotel,* to the E. of the station; *Lundberg's,* in the town; *Post Office* in the town-hall; rail. stat. on the quay), the seat of the chief court for southern Sweden except Skåne, a busy town with 19,500 inhab., is charmingly situated between *Lake Wettern* and the *Munksjö,* which are connected by a canal. The streets are wide and regular. The beauty of the situation is enhanced by the mountains to the S.

Pretty promenades extend S. from the railway station to the Munksjö. In the centre of the S. part of these grounds, in front of the new *Elementarläroverkshus,* rises a handsome *Fountain.* In the market-place stands a brick church in the Gothic style, completed in 1888. To the S. we observe the *Custom House* and the *Prison.* The Kyrkogata, at the back of the Elementarläroverkshus, leads S. to the pleasant gardens of *Stora Limugnen.* Farther S. is the *Munksjö*

Papperbruk, which exports roofing-pasteboard and paper to S. America.

To the W. of the railway-station lies the famous *Match Manufactory* (not shown), which yields the 'tändstickor utan svafvel och fosfor'. The Westra Storgata passes the S. side of the match-factory and leads to the **Dunkehallar*, a hill commanding a beautiful view and studded with villas. To the S.W. lies the reservoir of the water-works, with a large fountain (view). Pleasant walk to the E. to *Östra Kapellet.*

Excursions. The **Taberg** (1125 ft.), with famous iron-mines, 11 Kil. to the S., commands a survey of the forests of Småland. — Another point is **Husqvarna** (carr. there and back, with stay of 2 hrs., 5 kr.), 8 Kil. to the E., with its factories and the falls of the Husqvarnaå, the finest of which is near the inn and is reached by passing through the garden of the 'disponent' (factory-manager). Grand view of Lake Wettern.

Leaving Jönköping the train skirts the lake and ascends for a long distance. 54 Kil. *Bankeryd.* Near (62 Kil.) *Habo* we see the *Dommeberg* on the left. We also get a view of the Wisingsö (p. 266). Scenery uninteresting till we reach (75 Kil.) *Mullsjö.* We cross *Lake Stråken* by an embankment 424 yds. long. 86 Kil. *Sandhem.* 101 Kil. *Wartofta*, junction for *Ulricehamn* on *Lake Åsunden* ($37^1/_2$ Kil., in $2^1/_6$ hrs.).

111 Kil. *Falköping Town;* 112 Kil. *Falköping Station*, junction of the Södra and the Westra Stambana (R. 263).

44. From Jönköping to Stockholm by Lake Wettern and the E. Göta Canal.

Steamboat (Kom. 121) from Jönköping to *Stockholm*, viâ *Wadstena*, *Motala*, *Norsholm*, *Söderköping*, and *Södertelge*, thrice weekly, in 36 hrs. (fares 16 or 11 kr.); to Norsholm 15 hrs. (9 or 7 kr.). As the Stockholm steamer crosses Lake Wettern at night, it is advisable, time permitting, to take a Lake Wettern steamboat (starting twice weekly; Kom. 123) to *Wadstena* or *Motala*, and then go on by the *Jönköping-Stockholm* or the *Gothenburg-Stockholm* steamer (Kom. 120; five times a week; p. 257). Travellers who intend to proceed by rail (p. 267) from Berg or Norsholm should note that the canal-boats are often late.

Lake Wettern (290 ft.), the most beautiful of the great lakes of S. Sweden, is about 80 Engl. M. long and 12 M. broad. The water is exquisitely clear, bright objects being sometimes seen at a depth of 100 ft. The lake is very liable to sudden storms, which sometimes endanger the navigation. Being flanked by the tableland of Småland, 600-700 ft. above it, and by the isolated Omberg and Waberg, rising opposite to each other (about 600 ft.), the lake is far more picturesque than Lake Wenern, while the Wisingsö, an island in the middle of the lake, and the pretty towns and villages on its banks further enhance the scenery. At the N. end the banks are flat. The lake is connected by the W. Göta Canal with Lake Wenern (p. 260).

About 2 hrs. after leaving Jönköping the steamer reaches the beautifully situated town of —

. **Grenna** *(Gästgifvaregård)*, with 1300 inhab., founded by Count Per Brahe in 1652. The ruined castle of *Brahehus*, to the N., affords a fine view. — From Grenna a visit may be paid by steamer or small boat to the **Wisingsö** *(Inn)*, an island about 8 M. long and 2 M. broad, once the property of the powerful Counts of Brahe, and now a royal domain *(kungsladugård)*. The island contains an extensive *Oak Plantation*, the timber of which is used in the government-dockyards, the ruin of *Wisingsborg*, and a church built by Count Per Brahe in 1636. At the S. end of the island, under water, are relics of the once royal castle of *Näsbo*. The road thither passes the *Gilbert's Grotto*.

Beyond Grenna the steamer usually steers N. to (2 hrs.) —

Hästholmen *(*Gästgifvaregård)*, a new harbour, to the S. of the Omberg, which is best visited from this point. (We may afterwards go on by rail from Alvastra, p. 269.) The excursion is one of the finest in Sweden. No inns on the way. We take a small boat, with a rower who acts as guide (2-3 kr.), to the *Rödgafvels Grotto*, 66 ft. long and 25-30 ft. high, being the largest of a number of caverns in the deeply furrowed cliffs of the Omberg, which recall the coast of Capri. — From the grotto to the Hjessan (see below), $^1/_2$ hr.

The **Omberg**, the most interesting hill in S. Sweden next to the Kinnekulle (p. 263), begins a little to the N. of Hästholmen, extends for about 6 M. along the bank of the lake towards Wadstena, and is about 2 M. in breadth. The side next the lake is for the most part abrupt, while the E. slopes are wooded and furrowed with valleys. The hill consists chiefly of gneiss and mica-slate, but transition-limestone, clay-slate, and sandstone also occur. The highest point is *Hjessan* ('the crown'; 575 ft. above the lake, 845 ft. above the sea). The Omberg forms the N. limit in inland Sweden where the red beech *(fagus sylvatica)* thrives, but in Bohus Län, on the Kattegat, it occurs as far north as 58° 30′ N. latitude. The beautiful forest is crown-property ('kronopark'). — We return viâ *ALVASTRA (rail. stat., see p. 269), the picturesque ruin of a Cistercian monastery founded in the 12th cent. by King Sverker, and containing the burial-vaults of Kings Sverker I., Charles VII., Sverker II., and John I. The church, dedicated to the Virgin, forms a Latin cross. The nave, aisles, and choir are still traceable. The W. wall, like that of the choir, contained a large window with rosettes and divided by a mullion.

From Hästholmen the steamer crosses the lake to ($1^1/_2$ hr.) *Hjo* (p. 263), on the W. bank, and then returns to the E. bank. At *Rödgafvels Port* the lake attains its greatest depth (410 ft.). We pass the curious rocks known as *Munken* or *Gråkarlen* ('the monk', 'grey man'), *Predikstolen* ('the pulpit'), and *Jungfrun* ('the virgin'). Farther on are seen the *Westra Wäggar* and *Mullskräerna;* then *An-Udden* and *Borghamn*, with large quarries. The steamer rounds a promontory and reaches (3 hrs. from Hjo) —

Wâdstēna (*Hotel Bellevue*, near the harbour), a station of the railway mentioned at p. 269. The town, of which lace is the staple product, with 2200 inhab., owes its origin to a monastery of *St. Brigitta*, consecrated in 1383, suppressed in 1595, and now a lunatic asylum. The *Monastery Church (the 'klockäre' lives near), erected in 1395-1424, called the *Blåkyrka* from the colour of its stone and by way of contrast to the brick *Rödkyrka*, is worthy of a visit. It contains a monument to *Duke Magnus* and others of interest The floor is paved with tombstones. The sacristy contains the remains of St. Bridget and her daughter St. Katarina in a reliquary. A peculiarity of the church is that the choir is at the W. end.

A fine example of a Swedish castle of the 16th cent. is *Slott Wadstena, close to the lake and the harbour (the old moat), which was erected by Gustavus Vasa. The interior is now a store-house. Finely vaulted chapel. Extensive view from the tower.

After another hour the steamer touches at —

Mótāla (*Hôtel Nilsson; Hôtel Bergström; Prins Karl*, with garden on the river; baths by the harbour), a town with 2200 inhab. (a station on the Mjölby and Hallsberg Railway, p. 269), on the *Wårvik*, at the efflux of the *Motala* from Lake Wettern. The E. Göta Canal *(Östgöta Linie)* begins here, its level being regulated by a lock. To the N. (10 Kil.) are the chalybeate springs of *Medevi.*

From Motala to Stockholm by the E. Göta Canal.

Steamer (Kom. 120, 121) eight times weekly (fares 12½, 10 kr.). The 'E. Göta Line' is the finest part of the canal, especially the part between *Berg* and *Norsholm*. From Norsholm we may go on by train; but as it is troublesome to change conveyances, and the trains rarely suit, it is preferable to remain on board all the way to *Stockholm*. In this case the traveller will be rewarded by the scenery from Söderköping onwards, even on a clear summer night.

Motala, see above. (Level of the lake 290 ft.) — Passengers intending to stop at Motala had better go on by steam-launch ('ångslup') to *Motala Verkstad* (Verkstadens Hotel) and spend the night there. We may then visit this great engine-factory, founded in 1822, the property of a company, employing 1200 hands. (Visitors usually admitted.) The motive power is the water of the canal 37 ft. higher. We may also visit the simple tomb of *Platen* (p. 262), on the N. side of the canal to Motala.

Immediately beyond Motala Verkstad are the five *Locks of Borenshult*, through which the steamer descends to *Lake Boren*, 50 ft. lower. As this operation takes an hour, passengers have plenty of time to walk from Motala to Borenshult (fine scenery).

Lake Boren (240 ft.), 9 M. long, the water of which is at first beautifully clear, is next traversed by the steamer. On the S. bank is the estate of *Ulfåsa*. At the E. end (2 hrs. from Motala) the steamer reaches *Borensberg-Husbyfjöl*, where the finest part of the canal-voyage begins. Fifteen locks. The Motalaström flows on the left. From the bends of the canal, which runs at a considerable height, we overlook a rich and smiling landscape, with the estates of *Brunnby*, *Lyng*, and others. The steamer glides along at half-speed in order to avoid damaging the banks of the canal with its wash. In 3-4 hrs. more we reach —

Berg, an inn (carriages to Linköping, 12 Kil.; better order beforehand if desired) near the W. end of *Lake Roxen* (108 ft.), 17 M. long and 6 M. broad, of which it commands a fine view. As the steamer takes 2-3 hrs. to descend through the locks to Lake Roxen, passengers have time to visit the *Wreta Klosterkyrka*, which once belonged to a Cistercian nunnery of the 12th cent.

We now steam at full speed down Lake Roxen, enjoying a view of its pretty banks.

On the N. side is the ruin of *Stjernarp*, formerly a castle of the Douglas family. In $3^1/_2$-4 hrs. after leaving Berg we reach —

Norsholm (p. 270), at the E. end of Lake Roxen, a station of the Östra Stambana, by which line, train suiting, we may continue our journey to Stockholm. The Motala and the Göta Canal issue from Lake Roxen here, the former descending N. to *Lake Glan*.

Beyond Norsholm the canal is uninteresting. The steamer descends three locks to the narrow lake of *Asplången*, 3 M. long, and beyond it the four locks of *Karlsborg* and two at *Mariehof*, and in $4^1/_2$ hrs. more reaches —

Söderköping (*Hotel Götakanal;* 1900 inhab.). Near it is *St. Ragnhild's Källa*, with a hydropathic. The scenery improves. Above the canal, on the N. side, rises the *Ramundershäll*.

Beyond Söderköping two more locks; then (3 M.) the last lock, the 74th, at *Mem*, on *Slätbaken*, a long and narrow bay of the Baltic. To the right, further on, we observe the *Stegeborg*, once a royal castle; then, on the left, the castle of *Gottenvik*. The steamer soon reaches the open Baltic.

Steering partly through the monotonous 'skärgård' or island belt, partly in the open sea, we next reach (5 hrs.) *Oxelösund*, the terminus of the Nyköping branch-railway (p. 319), and in $5^1/_2$-6 hrs. more *Södertelge* (p. 272). To the S. of Södertelge (15 Kil.) lies the château of *Hörningsholm*, on the *Mörkö*. — The steamer next passes through the short *Södertelge Canal* (p. 272), connecting the Baltic with *Lake Mälaren*, on which we steam rapidly to (2-3 hrs.) *Stockholm*, the approach to which is strikingly picturesque.

45. From Nässjö to Stockholm.

350 Kil. Södra Stambana to *Katrineholm;* Vestra Stambana to *Stockholm*. Express in $8^1/_2$, fast train in $9^1/_2$-12 hrs. (fares 29 kr. 75 ö., 21 kr.). Ordinary trains not all through-trains (24 kr. 50, 18 kr. 40, 12 kr. 25 ö.).

Nässjö, see p. 247. — The scenery as far as Boxholm retains the characteristics of Småland. Between Gripenberg and Sommen lies *Holaveden*, a hilly and wooded district separating Småland from Östergötland. The fertile *Plain of Wadstena*, around Skeninge, Wadstena, and Linköping, contains the oldest towns in Sweden, many châteaux, and large factories.

12 Kil. *Solberga;* 18 Kil. *Flisby;* 24 Kil. *Aneby*, on the lake of that name. The train follows the course of the *Svartå*, which forms a series of lakes. The largest of these is *Lake Sommen* (480 ft.), on which a steamer plies (Kom. 300).

36 Kil. *Frinnaryd*, on *Lake Rålången* (530 ft.), with its 'floating islands'. 42 Kil. *Gripenberg*, with the large estate of that name; further S. lies *Traneryd.* 52 Kil. *Tranås;* 64 Kil. *Sommen.* The train crosses the *Svartå*, which here forms several falls, the boundary between Småland and *Östergötland.* Near *Rockebro* we skirt the N. bay of the *Sommen.*

73 Kil. *Boxholm*, with iron-works. 78 Kil. *Strålsnäs.* The train descends. Several large estates. 89 Kil. *Mjölby* (*Inn, at the station), with large mills.

From Mjölby to Hallsberg, 96 Kil., railway in 4-5$^1/_2$ hrs. (fares 6 kr. 75, 5 kr. 5, 3 kr. 40 ö.). — 9 Kil. *Skeninge* (Hôtel Landström), with 1400 inhab., once an important place. 16 Kil. *Fogelsta*, whence a branch-line diverges to *Wadstena* (p. 267), *Alvastra* (p. 266), and *Ödeshög.* 27 Kil. *Motala*, whence a short branch-line leads to *Motala Verkstad* (p. 267). 41 Kil. *Karlsby;* 48 Kil. *Degerön;* 54 Kil. *Godegård;* 66 Kil. *Mariedam.* From (79 Kil.) *Lerbäck* a branch-line runs in 50 min. to (14 Kil.) *Askersund*, a town of 1500 inhab. on Lake Wettern. 85 Kil. *Åsbro;* 96 Kil. *Hallsberg*, see p. 264.

95 Kil. *Sya;* 99 Kil. *Mantorp.* Near (109 Kil.) *Bankeberg* is the agricultural school of *Haddorp.* Fertile country, dotted with churches.

121 Kil. **Linköping.** — Hotels. **Stora Hotel*, Stor-Torg; *Lindeberg* and *Hôtel du Nord*, Kungs-Gatan; *Drufvan*, Bokhållare-Gatan.

Carriages at the *Skjutsbolag* (O. Ählström). To the locks of Berg and the Wreta Convent (p. 268), 11 Kil.

Steamboat to Söderköping and Stockholm (Kom. 118).

Linköping, the capital of Östergötland, with 11,700 inhab., residence of the 'Landshöfding' and the bishop, lies on the W. bank of the *Stångå*, which flows out of Lake Roxen (p. 268) and is connected with the sea by means of the Kinda Canal (p. 270). In 1598 the Rom. Cath. Sigismund was defeated by the Prot. Duke Charles at the *Stångebro*, and his adherents were afterwards executed at Linköping in 1600 (the 'Linköping Blood-bath'), on the spot now marked by a circle of stones in the *Jerntorg.* A stone on the *Gumpekulla*, by the locks of *Nyqvarn*, a little below the town, commemorates the battle.

The *Domkyrka, begun in 1150 and completed at the end of the 15th cent., is Romanesque in its oldest parts, and Gothic in later parts, while the choir is late-Gothic. In 1849-70 the church was judiciously restored. The great W. tower was not completed till 1886. Next to the cathedral of Upsala, this is the longest church in Sweden (320 ft.). The vaulting is borne by ten handsome pillars on each side. The old *Altarpiece*, by Heemskerk (d. 1574), a Dutch master, purchased by John II. for 1200 measures (7500 cubic ft.) of wheat, is now on the S. wall. Its former place is occupied by a colossal figure of Christ, surrounded by Faith, Hope, and Charity, in plaster, designed by *Byström*. Reliefs of the 14th cent. (life of Christ), f rmerly in the tympanum of the S. portal, are now built into the wall behind the altar. The verger ('våktsmäståre') lives near.

The *Landsförsamlingens-Kyrka*, or Church of the Estates, also known as *St. Larskyrka*, contains pictures by *Hörberg*, a self-taught peasant artist, whose works are often met with in Sweden. The *Library* contains a valuable collection of books, MSS., coins, and antiquities (Tues. and Sat., 11-1; at other times apply to the librarian, Hr. Segersteen, Nyqvarns-Gatan, who owns a good collection of paintings). — Pleasant walks in the park of the *Trädgårdsförening*, to the S. of the town (entrance in the Drottning-Gata).

The **Kinda Canal** (steamer three times a week; Kom. 336), 80 Kil. in length, completed in 1871, connects Linköping with several higher-lying lakes to the S.: *Erlången* (185 ft. above the sea), on the N. bank of which lies the large estate of *Sturefors*; *Rengen* (275 ft.), with the estates of *Säby* and *Brokind*; then *Jernlunden* (280 ft.); lastly *Åsunden* (280 ft.), connected with the last by the *Rimforsström*. The last steamboat-station is *Horn*, on the Åsund. These lakes all form basins of the *Stångå*, and the ascent is effected by fifteen locks. Scenery pleasing the whole way.

Beyond Linköping the train crosses the *Stångå* by a bridge 200 yds. long. Fertile country, with several churches. 132 Kil. *Linghem*; 139 Kil. *Gistad*. We cross the *Göta Canal* (p. 262) by a curious swing-bridge (pleasant view of Lake Roxen).

145 Kil. **Norsholm** *(Jernvägs-Hotel)*, junction of two branch-railways, and also a station of the canal-steamers (see p. 268).

From Norsholm to Westervik, 118 Kil., railway in 7 hrs. (fares 8 kr. 85, 5 kr. 45 ö.). Stations of little interest.

42 Kil. **Åtvidaberg** *(Hotel)*, with a modern church and *Copper Mines*, a visit to which takes one day. In 1869 the yield reached 1315 tons, but it has diminished of late years. The mine is entered by a small steam-car called a 'Hund'. The *Mormorsgrufva* ('grandmother's mine'), to the W. of Åtvidaberg, is 1320 ft. deep. The most important mine is at *Bersbo* (1320 ft. deep), to the N. of Åtvidaberg. Among interesting works are the *Bredbergska Hytta*, the *Vändrost-Hus*, the *Stora Hytta*, the *Raffinad-Hytta*, the *Kopparsmedja*, and the *Laboratory*.

We next traverse the pretty district of *Tjust*. 51 Kil. *Forsaström*; 58 Kil. *Falerum* (fine view from the station); 67 Kil. *Nelhammar*; 71 Kil. *Storsjö*; 82 Kil. *Öfverum*, with the foundry of an English company.

118 Kil. **Westervik** *(Hôtel du Nord; Stadshus)*, an old town with 6600 inhab., at the entrance to the *Gamlebyvik*, with large shipbuilding yards, was repeatedly destroyed during the wars between the Danes and Swedes. Near the town is the ruined castle of *Stäkeholm*. — Westervik is about 60 Engl. M. from Wisby on the island of Gotland (steamer, Kom. 53).

From Westervik viâ *Ankarsrum* to *Hultsfred* (70 Kil.), see p. 250.

From Norsholm to Pålsboda, 85 Kil., narrow-gauge railway in 4-4½ hrs. (fares 6 kr., 4 kr.). Intermediate stations unimportant. The train skirts the W. bank of *Lake Glan* to (27 Kil.) *Finspong*, with a cannon-foundry and a large château and park. — 79 Kil. *Svennevad*, at the W. end of *Lake Sottern*. — *Pålsboda*, see p. 264.

At (154 Kil.) *Okna* the train reaches *Lake Glan* (70 ft.), which it skirts to (159 Kil.) *Eksund.* Here it crosses the *Motalaström*, the outlet of Lake Wettern (p. 267). 162 Kil. *Fiskeby.*

168 Kil. **Norrköping** (**Central Hotel*, with café; *Stora Hotel*, with café, Karl-Johans-Torg; *Bellevue*, Skeppsbron; *Hôtel du Nord; Strömsholmen*, a restaurant, music; *Stadshus Trägård)*, a busy trading and manufacturing town with 30,000 inhab., owes its importance to its situation at the head of the long *Bråvik*, into which falls the navigable *Motalaström*, and to the water-power afforded by the river, which flows through the whole town and drives numerous factories. An interesting walk may be taken along the upper part of the river, where the water dashes over rocks, turns a number of wheels, dives into factory buildings, and emerges again as lively as ever. We may also cross the principal *Bridges*, the stone *Bergsbro*, constructed in 1775; the *Jernbro*, or iron bridge, of 1832; the *Oscar-Fredriksbro*, adjoining the Karl-Johans-Torg (1837); and the iron *Spångbro*, or foot-bridge (1863). Between the Bergsbro and the Jernbro are the *Bruksholm* and the *Laxholm*, islands also connected with the town by bridges. Visitors are admitted to some of the factories. — On the lower part of the river, where it becomes sedate and navigable, there are also several large factories, chiefly of cloth, worsted, and cotton goods. *Gamla Varfvet* ('the old wharf'), with its dock, and *Motala Varfvet*, where gunboats are built, are also worth seeing.

Although of ancient origin, the town has now quite a modern look owing to the frequent fires from which it has suffered. The finest buildings are in or near the *Karl-Johans-Torg*, where the post-office, the town-hall, and the theatre are situated. It is adorned with a *Statue of Charles XIV. John* (Bernadotte), by *Schwanthaler*, erected in 1846. The *Arbetăre-Föreningens-Hus*, containing a large hall and a museum, is quite a grand edifice; so also is the *Högre Elementarläroverkets-Hus* (grammar and commercial school), on a hill to the S.W. of the town.

The Steamboat to Stockholm will be preferred by many to the train. The vessels (daily; see Kom. 117, also 76, 116) usually ply at night, affording a beautiful view of Lake Mälaren on arriving. In the reverse direction this route is recommended to travellers intending to take the Göta Canal route from Norsholm to Lake Wettern.

Beyond Norrköping and (176 Kil.) *Åby* the train traverses a wooded plateau, about 400 ft. in height, called *Kolmården*, the once dreaded frontier-region between Södermanland and Östergötland, infested with robbers. Near *Tvärdala* it passes through a tunnel and then ascends gradually to (179 Kil.) *Grafversfors*. Farther on it crosses the bays of the lake of *Näckten* by means of embankments. Another tunnel. 191 Kil. *Simonstorp* (Inn). On the right lies the lake of *Fläten* (200 ft.). 205 Kil. *Strångsjö*. Scenery uninteresting.

216 Kil. **Katrineholm** (*Jernvägs Hotel*, with restaurant), junction of the Södra and the Westra Stambana (p. 264). Near it are

the estates of *Stora Djulö* and *Klästorp*, with marble-polishing works, specimens from which are exhibited at Katrineholm.

The train next traverses the picturesque *Södermanland*, with its great forests and its numerous lakes, which have given rise to the saying that 'in Södermanland the Creator omitted to separate land from water'. 226 Kil. *Walla.* We pass many châteaux of the Swedish aristocracy. 239 Kil. *Flen*, with the château of *Stenhammar* famed in song, on the *Waldemaren* (or *Wammeln*) *Lake*, junction for Eskilstuna and Nyköping, see p. 319. — 254 Kil. *Sparreholm*, with the estate of that name, a favourite resort of the Stockholmers. 266 Kil. *Stjernhof;* 275 Kil. *Björnlunda.* The scenery beyond this point is particularly fine. Beyond (284 Kil.) *Gnesta* we pass the picturesque *Frustunasjö* and *Lake Sillen.* From Gnesta an excursion may be taken to the château of *Tullgarn*, the summer residence of the crown-prince of Sweden, and to *Trosa*, a small town on the Baltic, whence a steamer plies to Södertelge and Stockholm. 291 Kil. *Mölnbo;* 302 Kil. *Jerna.*

314 Kil. *Saltskog*, from which a short branch-line runs to (1 Kil.) the town of **Södertelge** (*Central Hotel; Phönix)*, finely situated at the S. end of a bay of *Lake Mälaren*, with 4300 inhab., an old church, a hydropathic, and many villas of wealthy Stockholmers. Steamer to Stockholm several times daily.

The train crosses the *Södertelge Canal* by a handsome swing-bridge. This canal connects the Mälar Lake with the *Järnafjärd*, a bay of the Baltic, thus saving vessels a long round. — 327 Kil. *Tumba*, with the large paper-manufactory of the Bank of Sweden. 336 Kil. *Huddinge;* 342 Kil. *Elfsjö*, beyond which is the *Nyboda Tunnel* (300 yds.); 346 Kil. *Liljeholmen.*

The train crosses the *Årstavik* by means of an embankment (300 yds.); to the left is the Mälar, with the *Reimersholm* and *Löfholm;* to the right is the sugar-manufactory of *Tanto.* We then pass the old *Södra Station*, and through a tunnel, 458 yds. long, under Södermalm to the bank of the Mälar. The train then crosses a bay of the lake, and the island on which the city lies, by a bridge (p. 280), and enters the handsome *Central Station* of *Stockholm* (p. 274; 350 Kil. from Nässjö, 616 Kil. from Malmö, 458 Kil. from Gothenburg).

46. From *(Christiania and)* Charlottenberg to Laxå *(and Stockholm)*.

Railway from Christiania to Stockholm, 575 Kil., or 358 Engl. M. (by Norwegian railway to Charlottenberg, in 5-5¾ hrs., R. 12; by Swedish railway thence to Stockholm); two through-trains daily in 17½ and 21 hrs. respectively (fares 43 kr. 5, 31 kr. 15, 19 kr. 55 ø.). The latter of these trains stops 4 hrs. at Laxå, where rooms at the station are provided with mattresses for the use of passengers. No sleeping-cars on this line. — From Charlottenberg to *Laxå* (203 Kil.) in 5⅓-7½ hrs. (fares 17.30, 12.20, 8.15 kr., or 14.25, 10.70, 7.15 kr.).

From Christiania to (143 Kil.) *Charlottenberg*, see R. 12.

At **Charlottenberg** (**Rail. Rest.*, D. $1^1/_2$ kr.), the first Swedish station, passengers to or from Stockholm change carriages. Luggage entering Sweden undergoes a slight custom-house examination here; in the reverse direction it is examined at Christiania. It seems odd that these two little kingdoms, united under one sovereign, should have different customs-tariffs; and now Norway wants a foreign office of her own.

The railway from Charlottenberg to Laxå (*Nordwestra-Stambana*) traverses the **Wermland**, a province where lakes and forests abound, and rich in iron and other ores. This region has recently been opened up by a network of railways and canals. The Wermland is famous as the birthplace of *Tegnér* and *Geijer*, and its praises have been sung by *Fryxell* in his beautiful *Wermlandsvisa*. The traveller who wishes to see some of its attractions should make an excursion from *Kil* to *Frykstad* and the *Fryken Lakes* (see below). Another digression may be made from Christinehamn to *Filipstad* (p. 274).

Beyond Charlottenberg, the train passes the *By-Sjö* (270 ft.) on the right, and stops at (14 Kil.) *Åmot* on the *Flagan-Sjö*. Extensive view. Pretty scenery. 25 Kil. *Ottebol*.

34 Kil. **Arvika** (*Hôtel Kristiania; Stadshus; *Rail. Rest.*), with 1300 inhab., is prettily situated on the *Glafsfjord*, here called the *Elgåfjord*, which is connected with Lake Wenern by the *Seffle Canal*. (Steamer to Wenersborg once weekly; also several others.) This long stretch of water fills the ancient bed of the Glommen, which once fell into Lake Wenern, but now turns to the W. at Kongsvinger (comp. p. 74). During the melting of the snow, part of the water of the Glommen still finds its way into its old channel. In the vicinity is *Arvika Helsobrunn* ('health spring').

Beyond (49 Kil.) *Edane* we cross the large and picturesque *Wermelen-Sjö* (180 ft.) by a viaduct, 710 yds. long, and pass through a tunnel of 900 yds. Monotonous forest-scenery. 56 Kil. *Brunsberg*; 66 Kil. *Boda*; 77 Kil. *Fagerås*. The train crosses the *Nors-Elf*, the discharge of the Fryken Lakes, by an iron bridge 198 yds. long and 63 ft. high, resting on iron pillars and massive granite foundations, securely laid in soft alluvial soil. Beyond the bridge the train reaches —

82 Kil. **Kil** (352 ft.; *Jernvägs Hotel*, commended), junction of the Gothenburg and Falun railway (R. 53), and of a short branch-line to *Fryksta* (9 min.), at the S. end of the *Nedre Fryken Lake* (195 ft.).

From Fryksta or Frykstad a pleasant excursion may be taken to the three ***Fryken Lakes** (*Nedre*, *Mellan*, and *Öfvre Fryken*). Steamboat three times a week, in connection with the train from Kil, to *Torsby-Bruk*, at the N. end of the highest of the lakes, in 5 hrs., returning next day. — The *Fryksdal*, a valley 80-90 Kil. long, is one of the most beautiful in Sweden, but the voyage to Torsby and back is rather fatiguing. It is preferable to land at *Rottneros Bruk* between the central and the upper lake, visit the *Fall of the Rottna-Elf*, and go to *Sunne* (Hotel), another pretty place, where *Anders Fryxell* (d. 1881 at Stockholm), the author of an important history of Sweden and of the poem 'Wermlandsvisa', was once pastor. — Many large iron-works, some of which belong to the

Edsvalla Bruks Bolag. — The *Öfvre* or *Norra Fryken* is grander than the lower lakes.

95 Kil. *Skåre.* Then —

102 Kil. **Karlstad** (**Stads-Hotel*, R. and B. $3^1/_2$ kr.; *Hôtel Kristiania; Rail. Rest.*), the capital of Wermland, a busy town of 8100 inhab., entirely rebuilt after a fire in July 1865, is picturesquely situated on the *Tingvallaö*, at the influx into Lake Wenern of the *Klar-Elf*, which descends from the Norwegian Mts. Broad streets, planted with trees; handsome buildings and pleasant promenades. Steamboats to Wenersborg and Lidköping (p. 261), and many others.

From Karlstad we may visit the valley of the **Klar-Elf.** Train to *Deje* (p. 320), a station on the Falun Railway (*Bergslagernas-Bana*); thence to *Ransäter* (birthplace of *Geijer*), *Uddeholm* (p. 320), the most sequestered districts of Wermland, and the grand mountain-chain which separates Sweden from Norway. The last region in Sweden is the *Finskog* ('forest of the Finns'), inhabited by Finns, who were settled here by Charles IX. and who still differ from the Swedes in customs and physique. — Beyond the frontier the scenery becomes even more desolate, especially around the *Fæmund-Sjø* (p. 72), the source of the Klar-Elf, which is at first called *Fæmunds-Elv* and afterwards the *Tryssil.*

The train now skirts the N. bank of the vast *Lake Wenern* (p. 260), of which, however, little is seen, and passes over six long bridges and several embankments, which proved very costly. 113 Kil. *Skattkärr;* 125 Kil. *Wäse;* 134 Kil. *Ölme.*

142 Kil. (88 M.) **Christinehamn** (*Jernvägs-Hotel; Stora Hotel; Hôtel Svea*), a busy trading town, with 5500 inhab., lies on both banks of the *Svartå*, at the influx of that river into the *Warnumsvik*, a bay of Lake Wenern. Steamers to Wenersborg and Lidköping (p. 261), and several others.

From Christinehamn to Filipstad (58 Kil., rail in $2^1/_3$-$3^3/_4$ hrs.). 43 Kil. *Herrhult*, junction of the Kil-Falun railway (p. 320). At (53 Kil.) *Nyhyttan* the railway forks, the right branch leading to *Persberg* on *Lake Yngen*, the left to *Filipstad* (see p. 320).

Beyond (154 Kil.) *Björneborg* the railway, skirts *Lake Wismen.* 165 Kil. *Karlskoga*, whence a mineral-line runs N. to *Kortfors* (with a branch to Grythyttehed, p. 320), *Nora*, and *Ervalla* (p. 317), and S. (from Karlskoga) to *Gullspång* and *Otterbäcken* on Lake Wenern. 168 Kil. *Degerfors*, on *Lake Möckeln* (295 ft.), from which another branch-line runs N. to *Wikersvik* and *Striberg.* Between these lines lies (180 Kil.) *Svartå;* 191 Kil. *Hasselfors.*

The train now passes the baths of *Porla Helsobrunn* on the left and reaches (203 Kil.) *Laxå* (p. 264). From Laxå to *Stockholm*, see pp. 264, 272.

47. Stockholm and its Environs.

Arrival. Travellers arriving at Stockholm by railway (except the few who travel by the Stockholm and Rimbo line, p. 311) alight at the Central Station (*Central Bangården;* Pl. C, 3, 4), situated in the N. quarter, about 7 minutes' walk from the Norrbro (p. 280). Omnibuses from the principal hotels meet each train (fare 75 ö.). Cab with one horse for 1-2

STOCKHOLM.
SKEPPSHOLMEN
KASTELLHOLMEN
BECKHOLMEN
LÅNGHOLMEN
RIDDARHOLMEN
Riddar
fjärden
M Ä L A R E N
S A L T S J Ö
D J U R-
GÅRDEN
Ladugårdslands
viken

Key to the Plan of Stockholm.

Akademier (Academies):

1. Akad. för de fria konsterna (Academy of Arts) . . . . D, 4
2. Landbruks-akademi (Agricultural Academy) . . . . D, 3
Musikaliska akademi (Academy of Music) . . . . . C, 3
4. Vetenskaps-akademi (Academy of Science) . . . . C, 1, 2
5. Archives (Riks-Arkivet) . . D, 5
6. Badinrättningar (Baths) D, 3, 4; D, 5; E, 4; F, 4
Banegårdar (Railway-Stations . . . . . . C, 3, 4; E, 7

Banker (Banks):

7. Riksbanken (National Bank) F, 5
8. Skandinaviska Kredit-Aktiebolag (Scandinavian Joint Stock Bank) . . . . E, 5
9. Stockholms Enskilda Banken (Private Bank) . . . . E, 5
10. Barnbördshuset (Lying-in Hospital) . . . . . A, 4; D, 2
Bergsskolan(Mining-School), Drottninggatan . . . . . . B, 1
11. Biblioteket, Riks (National Library) . . . . E, 1

Bildstoder (Monuments):

Berzelius, in the Berzelii Park . . . . E, 3
Birger Jarl . . . . D, 5
Charles XII. . . . . E, 3
Charles XIII. . . . . E, 3
Charles XIV. John . . . . E, 6
Gustavus Adolphus . . . . E, 4
Gustavus III. . . . . E, F, 4
Gustavus Vasa . . . . D, 5
Linnæus . . . . E, 1
12. Börsen (Exchange). . . . . E, 5
13. Etnografiska Samlingen, Skandinavisk (now Northern Museum) . . . . . . C, 2
Farmaceutiska Institutet (Pharmaceutical Institute) B, C, 2
14. Flottans förrådshus (Marine Arsenal) . . . . G, 5
15. Frimurarelogen (Freemasons' Lodge) . . . . F, 3
16. Gymnasium (Grammar Sch.) D,5
17. Gymnastiska Institutet . . D, 3
Hasselbacken . . . . I, 4
18. Hofrätt, kongl. Svea (Court of Appeal for the districts of Svearike, Norrland, and the Island of Gotland) . . D, 5
19. Konstföreningen (Art Union) E, 3

Kyrkor (Churches):

Adolf Fredriks kyrkan . C, 1, 3
20. Blasieholms kyrkan . . . . F, 3
21. Engelska kyrkan (English Church) . . . . B, 2
22. Finska kyrkan (Finnish Church) . . . . E, 5
Hedvik Eleonora kyrkan . F, 2
23. Jakobs kyrkan . . . . . . E, 3
Johannis kyrkan. . . . . . D, 1
Karl Johans kyrkan . . . . G, 4
Katarina kyrkan . . . . . . F, 7
24. Katolska kyrkan (Rom. Cath. Church) . . . . . . D, 3
Klara kyrkan . . . . D, 3
Maria kyrkan . . . . . . E, 6, 7
25. Riddarholms kyrkan . . . D, 5
26. Ryska kyrkan (Russian Church) . . . . C, 1
Skeppsholms kyrkan, see Karl Johans kyrkan.
27. Storkyrkan . . . . E, 4, 5
28. Tyska kyrkan (German Church) . . . . E, 5
Ulrika Eleonoras kyrkan . B, 4
29. Mosebacken . . . . F, 6
Myntet, kongl. (Royal Mint) B, 4
National Museum . . . . . F, 4
Northern Museum, see No. 13.
Observatory . . . . B, 1
30. Öfverståtthållarehuset (Governor's House) . . . E, 4, 5
31. Palats, Arfprinsens (Palace of the Crown Prince) . . . D, 4
32. Poliskammaren (PoliceOffice) D, 4
33. Posthuset (Post Office) . . D, 4
34. Rådhuset (Town Hall). . D, 4, 5
35. Riddarhuset. . . . . D, 5
36. Riksdagshuset (House of Parliament) . . . . D, 5
37. Sällskabet (a club) . . . . E, 3
Serafimer Lasarettet (Hospital) . . . . B, C, 4
38. Slöjdskolan (Industrial School) . . . . D, 3
Slottet, kongl. (Royal Palace) E, 4
39. Synagogan (Synagogue) . . E, 3

Teatrar (Theatres):

40. Kongl. Stora Teatern . . E, 3, 4
41. Dramatiska Teatern E, 3
42. Blasieholms Teatern . . . . F, 3
Djurgårds Teatern . . . . I, 3
45. Södra Teatern . . . . F, 6
Tekniska Skolan, see Slöjdskolan . . . .
46. Tekniska Högskolan. . . . B, 1
47. Telegrafen . . . . E, F, 4

Hotels.

a. Grand Hotel . . . . E, F, 3
b. Rydberg . . . . D, 4
c. Kung Karl . . . . D, 3
d. Bellevue . . . . E, 3

pers. 1 kr., 3-4 pers. 1 kr. 25 ö.; each trunk 20 ö., for three or more 50 ö. (at night, 11-6 o'clock, one fare and a half). Porterage for each package to or from cab or omnibus 10 ö.; to one of the hotels 25-30 ö. An *Interpreter*, recognisable by his official cap, meets the trains and gives information to strangers (no fee). — Those who arrive by the lake-route from Gothenburg, or by a coasting steamer from the S., land at the RIDDARHOLM QUAY (Pl. D, 5), on the W. side of the Riddarholm; the usual landing-place for travellers from the N. or E. is the SKEPPSBRO (Pl. E, F, 4, 5) or BLASIEHOLMS-HAMNEN (Pl. E, F, 4). Cab-fare as above; no hotel-omnibuses on the quays. For the steamers 'norrut', 'söderut', 'österut', and 'vesterut', see Kom.

Hotels. GRAND HOTEL (Pl. a; E, F, 3; landlord, *Hr. R. Cadier*), Blasieholms-Hamnen, a very large and handsome building, with reading-room, telegraph-office, etc., beautifully situated, with a fine view of the Palace and the busy quays and harbour; HÔTEL RYDBERG (Pl. b; D, F, 4; same landlord), Gustaf-Adolfs-Torget, facing the Norrbro, more central, and better for men of business; charges (rather higher at the former): R. from 2-3 kr., A. 35-50, L. 70 ö., B. 1-2, table d'hôte 4 kr.; but visitors may always dine or sup *à la carte*. *HÔTEL CONTINENTAL, Wasagatan 22, opposite the central station, with good restaurant (table d'hôte 2 kr.); HÔTEL KUNG KARL (Pl. c; D, 3), at the S. end of Brunkebergs-Torget, not far from the Norrbro, R. from $1^1/_2$ kr., L. 25, A. 35, B. 50 ö., also with a restaurant attached. — HÔTEL HAMBURGER BÖRS, Jakobsgatan 6, behind the Rydberg, with restaurant, well spoken of; KUNG KARLS ANNEX, Regéringsgatan 13, R. from $1^1/_2$ kr.; HÔTEL GERMANIA, Gustaf-Adolfs-Torg 10; KANAN, Klara Östra Kyrkogatan; HÔTEL DE SUÈDE, Drottninggatan 43. These last are second-class. — In the Norra Smedjegata (Pl. D, 3), at the back of the Rydberg, quiet, but central: HÔTELS GUSTAF VASA, DE FRANCE, STETTIN, VICTORIA, and SKANDINAVIA, all unpretending, but tolerable. — **Private Hotels** (without restaurants): BELLEVUE (Pl. d; E, 3), Gustaf-Adolfstorg 12, R. from 2 kr., L. & A. 25, B. 75 ö.; ROSENBAD, in the Plats by the Academy (Pl. 1; D, 4). — **Pensions**: BELFRAGE, Wasagatan and Kungsgatan, R. $1^1/_2$-2, D. $1^1/_4$, B. $^3/_4$ kr.; PETERSON, Drottninggatan 80 B; English and German spoken in both.

Restaurants (déjeûner 9-12, dinner 2-6 o'cl.). Besides the hotels: **Café du Bazar*, on the Norrbro, above the Strömparterre (p. 280); **Phœnix*, Drottninggatan 71 C, adjoining the Northern Museum (p. 287); *Hôtel du Nord*, Lilla Trädgårdsgatan, by the Dramatiska Teater; **Opera-Källaren*, in the Stora Teater (p. 285), entered from the N. side; **Hamburger Börs* (see above); **Jones's Grill Room*, Normalms-Torg (Pl. E; 2, 3), with café in the rococo style; *Restaurant du Sud*, in the building of the 'elevator' Maria-Hissen (p. 298); *Café-Rest. Anglais*, Stureplan 1, near the Linné Park; *Bern's Salong* (table d'hôte with music in summer, $1^3/_4$ kr.), much frequented; *Strömsborg*, see p. 285. — *In the Djurgård* (p. 299): *Hasselbacken* (music in the afternoon; D. 3 kr.), *Alhambra*, both much frequented in summer, with gardens where visitors may dine in the open air. — The restaurants are closed on Sundays during divine service (principal service, 11 a.m.).

At these restaurants the charges vary greatly. Breakfast or supper usually costs $1^1/_2$-2 kr., and dinner 2 kr. or more. For the '*Brännvinsbord*' or '*Smörgåsbord*' (side-table with bread-and-butter, salt meats, fish, and relishes, with 'brännvin' and liqueurs 'ad libitum'), which Swedish gentlemen and even ladies freely patronise before sitting down to table, an additional charge of 30-50 ö. is made. Persons unused to this institution are apt to find it disagree. '*Sexor*', so called from the hour when they are usually served, are half-portions of meat, etc., ordered by those who want a slight supper only. The waiters (*Vaktmästare*) expect a fee of 10 ö. or upwards from each person. Comp. p. xxv.

Beer. **Germania*, Gustaf-Adolfs-Torg (Pl. E, 4); *Cerevisia*, Fredsgatan; *Himmelsleiter*, Jakobsgatan 19; **Kastenhof's Ölstuga*, Jakobstorg; *Löwenbräu* und **Sturehof* (with bodega for Spanish wines), both in the Stureplan; **Salamanderbräu*, Östermalmstorg; **Münchener Tunnel*, Mynttorg (Pl. E, 4); **Pschorrbräu* (Café du Bazar; see above); **Franziskaner*, Skeppsbron (Pl. F; 5, 4).

Cafés *(Schweitzerier)* at most of the hotels and restaurants. Among the others: **Strömparterre* (Pl. E, 4; p. 280), adjoining the Norrbro on the E. side, where a band plays in the evening; *Blanch's Café* (Pl. 19; E, 3), in the Kungsträdgård (music every evening; *Café Victoria*, in the Kungsträdgård, well spoken of; **Bern's Salong*, by the Berzelii Park (p. 286). The *Strömsborg* (Pl. D, 4; p. 285) and the cafés in the Djurgård (p. 299) are also favourite resorts.

At most of the restaurants and cafés visitors deposit their hats, overcoats, and umbrellas in a room provided for the purpose. The attendants (fee 10 ö.) are wonderfully quick in recognising visitors and in restoring their belongings.

Confectioners *(Sockerbagerier*, generally with a *Dam-Café)*. **Grafström*, Fredsgatan 13; **Landelius*. Storkyrkobrinken 9; *Ruth*, Drottninggatan 50; *Sundell*, Drottninggatan 67; *Berg*, Regéringsgatan 14; *Hellbacher*, Hamngatan 10; *Sundberg*, Vesterlånggatan 83.

Post Office (Pl. 33; D, 4), Rödbro-Torget, open 8 a.m. to 9 p.m.; Sundays 9-11, 1-2, and 7-9 o'clock. — **Telegraph Office** (Pl. 47; E, F, 4), Skeppsbron 2, always open. — Also several branch-offices.

Banks. *Sveriges Riksbank*, Jerntorg 55; *Skandinaviska Kredit-Aktiebolag*, Storkyrkobrinken 7; *Stockholms Enskilda Bank*, Lilla Nygatan 27; *Stockholms Handelsbank*, Kornhamns-Torg 4. Circular notes and foreign money may be changed at these; or at *Belmonte's*, Kungsträdgårdsgatan 2 C.

British Minister, *Sir Francis R. Plunkett, K. C. M. G.* — **American**, *Hon. William W. Thomas.* — **Consuls.** American, *Mr. Joseph Edward Hayden*, Vasagatan 44. British, *Mr. Marmaduke Strickland Constable;* vice-consul, *Mr. Carl J. Olivecrona.*

Cabs. Drive, 1-2 pers. 1 kr.; 3-4 pers. 1 kr. 25 ö.; for one hour 1 kr. 25 or 1 kr. 50 ö., for each $1/2$ hr. more 60 or 75 ö.; at night, 11-6, a fare and a half; small parcels free; trunk 20 ö., for more than two 50 ö. — For a drive to the Djurgård and other places in the environs 2-$2^1/_2$ kr. for the first hour, and 1-$1^1/_4$ kr. for each additional $1/2$ hr. — *Cab Stands* near the Post Office, in the Brunkebergs-Torg, on the Skeppsbro, in the Stor-Torg, etc.

Tramways *(Spårvägar)*. In the smaller cars passengers deposit their fares in a box as at Christiania (see p. 1). The drivers will change sums not exceeding 1 kr., at the small window marked 'Vexling'. The name-boards and lanterns of the Ring Line cars are green, those of the other lines red.

1. Ring Line (fare 10 ö.), every 5 min. in each direction. From *Slussen* (Pl. E, F, 6) by the *Skeppsbro* to the *Norrbro* (Pl. E, 4), then (to the right) by *Karl den Tolftes Torg*, *Östra Trädgårdsgatan*, *Norrmalms-Torg*, and *Norrmalmsgatan*, passing the Humlegård on the left (whence a branch diverges to the Nybrogata), to *Roslags-Torg* (Pl. D, 1); then past the *Adolf Frederiks-Kyrka* (Pl. C, 1, 2), through the *Vasagatan* and across the *Vasabro* back to *Slussen*.

2. Djurgård Line, connected with the Ring Line, every 10 min. from *Norrmalms-Torg* (Pl. E, 2, 3) to the *Djurgård* (terminus opposite Hasselbacken in the *Allmänna-Gränd*; Pl. H, I, 5, 4).

3. The Kungsholms Line (every 8 min.; fare 10 ö.), goes W. from the *Gustaf-Adolfs-Torg* to the *Pil-Gata.*

4. The Tegnérs-Gatan-Norrtulls Line (Pl. C, 1) runs to *Norrtull*, passing near the railway-station of *Norrtull* (10 ö.), and thence to *Nya Kyrkogården* (fare 15 ö.).

5. The Södermalm Steam Tramway, starting from the *Monument of Charles XIV. John* (Pl. E, 6), ascends the *Horns-Gata* (Pl. D-B, 7), corresponding with the horse-tramway at the *Adolfs-Frederiks-Torg* (Pl. D, 7), to the *Erstagata* (Pl. H, 7; fare 10 ö.).

Steamboats. The steamboats which ply from Stockholm in every direction are so numerous, and the maze of islands and water-ways around the city so complicated, that the traveller is apt at first to be bewildered. Before making any excursion, he should consult the latest number of 'Sveriges Kommunikationer', and also the map of the environs, and be careful to ascertain the starting-point of the vessel. For the larger sea-going vessels the principal quays are SKEPPSBRON, on the E. side of Staden (Pl. F, 4, 5), and BLASIEHOLMS-HAMNEN (Pl. E, F, 4), adjoining the Grand Hotel and the Museum. For the smaller sea-going and coasting steamers the starting-point is the RIDDARHOLM QUAY on the W. side of that island, which lies to the W. of Staden, whence most of the Mälar steamers and those bound for Gothenburg by the canal-route also start. A number of the smaller lake-steamers again have their usual berths on the MUNKBRO and the KÖTT-TORG, on the W. and S.W. sides of Staden (Pl. D, E, 5). Note, however, that steamers often go to the same destination from different quays; thus, to *Gefle* (p. 323) both from Skeppsbron and from Karl XII.'s Torg; to *Wisby* (p. 313) from Riddarholmen and from Blasieholms-Hamnen and Klintehamn; to *Kalmar* (p. 249) from Riddarholmen and from Blasieholms-Hamnen.

Steam Launches (*Ångslupar*). Communication between different parts of the city and the environs is maintained by numerous steam-launches, which cross Lake Mälaren and the Saltsjö (p. 299) in all directions at intervals of 3-15 minutes. Fares 3 to 15 ö. according to distance. Those plying to the *Djurgård* (p. 299; every 10-15 min.) are as follows: —

1. From the *Strömparterre* (Pl. E, 4) to *Alkärret* (Pl. H, 4); fare 10 ö.
2. From the *Räntmästaretrappa* (Pl. F, 5, 6) to *Jernvågen* at *Allmänna-Gränd* (Pl. H, I; 4, 5; fare 5 ö.) and to *Beckholmen* (8 ö.).
3. From *Skeppsholmen* (Pl. G, 4, 5) to *Allmänna-Gränd;* fare 3 ö.
4. From *Logårdstrappan* (Pl. E, 4) to *Blåporten* (*Kaptensudden;* Pl. H, 3; fare 12 ö.), and to *Ladugårdsgärdet* (*Hesslingeberg*) and *Djurgårdsbrunn* (15 ö.).
5, 6. From *Gustaf's III. Staty* (Pl. E, F, 4) and from the *Räntmästaretrappa* (Pl. F, 5, 6) to *Manilla* (20 ö.) and *Blockhusudden* (25 ö.) on the S. bank of the Djurgård, several times daily.

Several of the steamboat-routes to the most interesting points in the Environs of Stockholm are mentioned in R. 48. See also the second part of *Sveriges Kommunikationer* (under the heading '*Stockholms Omgifningar*', with sub-headings '*Mälaren*' and '*Saltsjön*').

Travellers' Enquiry Office (*Främlings-Byrå*), Klaravestra-Kyrkogatan 3 B (Pl. C, 3; D, 4). — **Swedish Tourists' Union** (*Turistförening*), Karduansmakaregatan 6 (Pl. D, 4).

Booksellers: *Samson & Wallin*, Drottninggatan 7, corner of Fredsgatan; *Fritze*, Gustaf-Adolfs-Torg 18, by the Hôtel Rydberg: *Wilh. Bille*, Drottninggatan 25; *Looström & Co.*, Norrbro; *Nordin & Josephson*, Drottninggatan 37. — **Photographers**: *Axel Lindahl*, Ridaregatan 41 (dark chamber for the use of tourists); *W. Eurenius*, Hamngatan 18; both sell photographs of landscapes and costumes. — **Shops**. Fishing-gear: *Leidesdorffska Manufactory*, Stora Nygatan 12; *Hedvall*, Malmtorgsgatan 3. — Furs: *P. N. Bergström*, Storkyrkobrinken 4 and Fredsgatan 18. — Jewellers (antiquities, etc.): *Hammer*, Blasieholmshamn 12; *Larson*, Gustaf-Adolfs-Torg 14; *Hallberg*, Fredsgatan 22. — Antiquities also at *Bukowski's*, Arsenalsgatan 2 D. — Gloves: *Alb. Schmidt*, Arsenalsgatan 8; *Maria Ferlin*, Drottninggatan 17. — Swedish fancy-work: *Bikupan*, Klara Bergsgatan 23; *Jos. Leja*, Regeringsgatan 5. — Swedish iron and steel wares from *Eskilstuna* at the depôt in the Malmtorgsgata.

The Swedish Magazine of Industrial Art (*Svenska Konstslöjd-Utställningen*), Kungsträdgårdsgatan 2 A, is a depôt for the national art-industries.

Baths. Jakobsgatan 16 (Turkish, etc.; Pl. 6; D, 4); Gamla Norrbro 5 (Pl. 6; E, 4); Badstugatan 4 (Pl. F, 6). Swimming Bath (Pl. 6; D, 5), at the N. end of the Riddarholm; Ladies' Baths (Pl. 6; F, 4), at the S.E. end of the Skeppsholms-Bro.

Theatres. *Kongl. Stora Teater* (Pl. 40; E, 4; p. 285), admission 1-4 kr. (prices sometimes raised); closed in summer. — *Kongl. Dramatiska Teater* (Pl. 41; E, 3), Kungsträdgårdsgatan 6; admission $\frac{1}{2}$-3 kr. — *Nya Teater* (Pl. 42; F, 3), Blasieholmsgatan 4 A; $1\frac{1}{2}$-$2\frac{1}{2}$ kr. — *Wasa Teater*, Wasagatan 44, etc. — In the DJURGÅRD (p. 299) are the *Tivoli Theatre* (Pl. I, 3) and the *Victoria Theatre* (Pl. I, 3), open in summer only.

Music in the afternoon and evening at *Hasselbacken* (p. 298), at the *Tivoli* (p. 299), on the *Strömparterre*, at *Blanch's Café* in the Kungsträdgård (p. 286), and in the *Berzelii Park* (p. 286).

Collections, etc. (days and hours liable to alteration): —

Archives, *Royal* (p. 285), week-days 10.30 to 3.

Art-Union (*Konstforening*, p. 286), Westra Trädgårdsgatan 10 (with Blanch's Café on ground-floor), week-days, except Mon., 11-4, Sun. 1-4; adm. 25 ö.

Costumes, see Museum of Armour, etc.

Library, *National* (p. 290), week-days 11-2; reading-room 10-3.

Museums: — *Agricultural* (*Landbruks-Academiens Museum*), Mäster-Samuelsgatan 36 (Pl. C, 3), week-days 12-3.

Armour and Costumes, *Royal* (p. 282), daily 12-3; Sun. and Frid. gratis; Tues. 50 ö.; Mon., Wed., Thurs., and Sat. 1 kr.

Artillery Museum (p. 286), Wed. 1 to 2.30 (10 ö.); on other days apply at the office to the left of the gate.

Carolinian Institution (*Karolinska Institutets Samlingar*; Pl. B, 4), Handverkaregatan 3, a medical collection, Mon. 1-3, gratis.

Fishery, Mäster-Samuelsgatan 43, week-days 12-3, Sun. 1-3, gratis.

Geological (p. 287), Mon. and Thurs. 1-3, gratis.

**National Museum* (p. 290): **Collection of Art and Industry*, on the 1st and 2nd floors, week-days (except Mon.) 11-3, Sun. 1-3 (on Wed., Thurs., and Sat. 50 ö., at other times free); *Egyptian Collection*, Tues. and Frid. 11-3, free; **Historical Museum* (Swedish Antiquities) and *Cabinet of Coins*, on the ground-floor, in winter on Frid. 12-2 and Sun. 1-3, in summer on Frid. and Tues. 12-3 and Sun. 1-3 (on Tues. 25 ö.; at other times free). On Monday the Museum is closed to the public, but visitors are admitted for a fee of 1 kr., on application to the door-keeper.

Natural History Museum (p. 289), Wed. 12-2 and Sun. 1-3, free; Sat. 12-2, 25 ö.; at other times 1 kr.

**Northern Museum* (p. 287), Drottninggatan 71 A, 71 C, open on Sun. 1-8, and Mon., Tues., Thurs., and Frid. 11-5 (adm. 50 ö.); '*First Annex*', Drottninggatan 88, first floor, daily, 11-5, adm. 25 ö.; '*Main Section*', Drottninggatan 77 & 79 (first, second, and third floors), week-days 11-5 and Sun. 1-5 (adm. 50 ö.); *Framnäs Section* (p. 300), Sun. 1-7, on other days 12-7, adm. 25 ö. — In winter all the collections are closed at 3 p.m. — Ticket admitting to all the sections 75 ö. — Adm. at other than the stated times, double fee.

Palace, *Royal* (p. 281), daily during the absence of the royal family.

Panoptikon, Kungsträdgårdsgatan 18.

Polytechnic (*Slöjdskolan*; Pl. 38; D, 3), *Collection of Models*, Tues. 12-2.

Riddarholms Kyrka (p. 284), in summer Tues. and Thurs. 12-2, adm. 25 ö., Sat. 12-2, free; in winter Tues. and Thurs. 12-2, on application to the 'Vaktmästare' at the Riksmarskalks-Embĕte in the S.W. wing of the Royal Palace (25 ö.).

Riddarhus (p. 284), on week-days, on application to the 'Vaktmästare', who is to be found till 3 p.m. in the antechamber on the first floor, to the left. Fee 1 kr.

English Church (Pl. 21; B, 2), Rörstrandsgatan (p. 289); chaplain, *Rev. Frederick Case*.

Chief Sights. National Museum; Museum of Armour and Costumes; Northern Museum; Royal Palace; Riddarholms Kyrka: view from Katarina-Hissen; walks on the Skeppsholm and in the Djurgård (p. 299); excursions to Drottningholm (p. 302), Gripsholm (p. 303), Gustafsberg (p. 305), and Waxholm (p. 305).

Stockholm, the capital of the Kingdom of Sweden, the seat of government and the supreme courts of law, with 227,900 inhab., lies in 59° 20′ 34″ N. lat., at the influx of *Lake Mälaren* into an arm of the Baltic (*Saltsjön*). It possesses excellent harbours both in the Baltic and the Mälar, which present a lively scene, except when frozen over for four or five months in winter. The situation of the city on islands, on a plain, and on rocky hills, surrounded by water and islands in almost every direction, is highly picturesque. Stockholm has therefore been called the 'Venice of the North', and has also been compared with Marseilles or Geneva; but no such comparison can convey an accurate idea of the place. Its most striking peculiarity consists in its immediate proximity with primæval forests and rocky islands, where to this day there is hardly a trace of cultivation. Improvements have, indeed, been effected in the Norrmalm, or N. quarter of the town; the site of the Berzelii Park was once a wilderness; and the Blasieholm has long been connected with the mainland; but in the Södermalm, the Kungsholm, the Skeppsholm, and Kastellholm the bare granite rock is often seen protruding in the midst of the houses.

History. In early Swedish history Sigtuna (p. 307) and Gamla Upsala (p. 311) were the centres of the national life. The foundation of Stockholm dates from *Jarl Birger of Bjelbo* (p. 285), who in 1255, on the site of a settlement which had been repeatedly destroyed by pirates and hostile tribes (the Esthonians and Carelians, about the year 1188), fortified the islands now called *Staden*, *Helgeandsholmen*, and *Riddarholmen*, with towers and walls, and made them the capital of his dominions. It was long before the city extended beyond these islands. The increasing population had several times begun to occupy the mainland to the N. and S., but these settlements were as often swept away by the Danish besiegers (Margaret in 1389, Christian I. in 1471, and Christian II. in 1520). At length from the middle of the 16th cent. onwards the citizens were enabled to extend their borders in peace. About the middle of the 17th cent. the precincts of the city were extended so as to embrace the N. and S. suburbs, and the former was built in accordance with a regular plan. In consequence of great fires in 1697, 1725, 1751, 1759, 1835, and 1857 the old timber-built houses have gradually been replaced with substantial stone edifices. About the middle of the 17th cent. the population was 15,000, in 1751 it had increased to 55,700, in 1800 to 75,500, in 1850 to 93,000, in 1870 to 136,000, in 1882 to 174,706, and it has now reached 227,900.

Staden, or the old town, on an island at the mouth of Lake Mälaren, is connected with the N. suburb of *Norrmalm* by the *Norrbro* (see below) and the *Wasabro* (Pl. D, 4; completed in 1878), and with the S. suburb of *Södermalm* by '*Slussen*', or the sluice-bridge. The N. and S. suburbs are also connected by the great *Railway Bridge*, which crosses the two arms of the *Riddarfjärde* and the island of *Riddarholm* between them.

I. STADEN AND RIDDARHOLMEN.

The best survey of the singularly picturesque site of Stockholm and of its busy harbour-traffic is obtained from the ***Norrbro** (Pl. E, 4), a handsome bridge of seven granite arches, completed in 1797, spanning the short river which forms the chief efflux of Lake Mälaren, and connecting the Norrmalm and Staden. Part of it stands on the N.E. side of the small Helgeandsholm, the old buildings in which are to be removed to make way for a new park. On the N.E. side of the bridge is the **Strömparterre* (café, see p. 276; steam-launches to the Djurgård, see p. 278), to which two flights of steps descend.

'Hur präktigt speglar ej den strömmen af
Torn, hjeltestoder, slott og sångartempel,
Och aftonrodnan öfver Riddarholmen,
Der Sveriges ära sofver under marmor!' (TEGNÉR).

'Tower, heroes' statues, palace, muses' fane
Stand nobly mirrored in the stream beneath,
While bathed in evening-red glows Riddarholm,
Where, beneath marble, Sweden's glory sleeps'.

From the S.E. end of the bridge the *Skeppsbro* ('ship-quay' or 'bridge'), a broad quay, constructed of granite like all the others at Stockholm, extends round the E. side of Staden, where most of the sea-going steamers, as well as numerous steam-launches, are berthed. Approaching Staden from the N., we observe on the right the *Mynt-Torg* and the old Mint, with its façade of four columns, now occupied by public offices. (The Myntgata leads thence to the Riddarhus-Torg, p. 283.)

At the S.E. end of the Norrbro, on the N. end of the island of Staden, rises the ***Royal Palace** (Pl. E, 4), begun on the site of an earlier edifice by *Nicodemus Tessin*, a Swedish architect, in 1697, in the Italian Renaissance style. The work was interrupted by the wars of Charles XII., but was completed by *Count Carl Gust. Tessin*, son of the first architect, *Hårlemann*, and *Cronstedt* in 1760. This spacious edifice, consisting of ground-floor, entresol, and two upper stories, with a flat roof, forms a rectangle 136 yds. by 127 yds., and encloses a court nearly square in shape. The N. and S. façades are adjoined by four lower wings, extending E. and W., so that the N. façade is double the length of the central building. The N.W. portal, facing the bridge, has a handsome approach, constructed in 1824-34, and called *Lejonbacken* from the bronze lions, cast in 1704, which adorn it. On the S.W. side of the palace are two detached buildings forming a small semicircular outer court, one of them being the chief *Guard House*. On the N.E. side, between the projecting wings, is a small garden called *Logården* or 'lynx-yard', which is said to derive its name from a small menagerie once kept here. The central quadrangle, entered by the N.W., S.W., and S.E. portals, is open to the public. The N.E. portal, from which a private flight of steps descends to the Logård, affords a fine view of the harbour.

The private apartments are shown daily in summer, during the absence of the royal family, while the public rooms *(Festivitets-Våningen)* may be visited at any time. The rooms on each floor are shown by a different attendant (*vaktmästare;* fee 1 kr. to each).

The PRINCIPAL ENTRANCE is on the S.W. side, by the Guard House. Passing the sentinel, we turn to the left in the gateway and ascend a handsome staircase leading to the SECOND FLOOR. Here, on the right, are the sumptuous state-apartments known as the **Festivitets-Våning**, once occupied by Charles XIV. John. Passing through the *Life Guard Saloon*, embellished with arms, the *Concert Room*, and the *Audience Room*, with ceiling-paintings illustrative of the history of Alexander the Great by *Jacques Fouquet* (1700) and some old tapestry, we enter the *Red Saloon*, with allegorical ceiling-paintings by Fouquet with reference to the youth of

Charles XII., several busts in marble, and a valuable silver candelabrum of the time of Charles X. — We next come to the *Grand Gallery*, 52 yds. long and 7½ yds. wide, richly decorated with stucco, marble, and gilding. The handsome doors, carved in oak by *Henrion* in 1696-99, were designed by Fouquet. Ceiling-paintings also by Fouquet, those in the side-cabinets being illustrative of war and peace. This room and the following contain a number of sculptures in marble by *Fogelberg*, *Byström*, *Molin*, and others. — The *Great Banqueting Saloon* is known as *Hvita Hafvet* ('the white sea'), from its white stuccoed walls. The ceiling-paintings are by Italian artists of the first half of the 18th century.

The First Floor of the same wing contains (on the right of the visitor ascending the staircase) the *Privy Council Rooms*, the *Seraphim Saloon* (for the knights of the Seraphim Order, the highest in Sweden, founded in 1748), and the *Riks-Sal* or Imperial Hall, where the ceremony of opening the Representative Chambers takes place. — On the left (of those ascending the staircase) are the *King's Apartments* (Oscar II., b. 1829), adjoined by the *Queen's Apartments* (Sophia, of Nassau, b. 1836). The E. wing (entered from the court) also contains the rooms of the *Crown Prince* and *Princess* (Gustavus, b. 1858; Victoria, of Baden, b. 1862). These apartments contain numerous portraits of members of the royal family, sculptures and pictures by Scandinavian artists, magnificent gifts from foreign sovereigns, and other objects of value (but hardly repay travellers pressed for time) — The S. wing contains the *Palace Chapel* (service on Sundays at 11 o'clock); entrance from the Slottsbacke, on the E. side of the palace, by the stairs on the right. (The stairs on the left lead to the Riks-Sal, see above.)

On the ground-floor and first floor of the N.E. wing (entrance from the Lejonbacke), is the royal ***Lifrust och Kläd-Kammare**, or ***Museum of Armour and Costumes***, one of the finest existing collections of the kind (adm. see p. 279; catalogue 50 ö.). On the ground-floor is the Klädkammare, or *Costume Chamber*, which contains sumptuous garments worn by Swedish kings and queens from the beginning of the 17th cent. down to the present day; also saddles, caparisons, carriages, the cradle of Charles XII., a fine silver font of the time of Charles IX., etc. — The first floor contains the Lifrustkammare, or *Armour Chamber*, containing suits of armour and weapons of Swedish kings and heroes, trophies, and historical memorials, many of them possessing great artistic value. Observe the gorgeous suit of armour of Charles IX., adorned with the Swedish arms; costly sabres and daggers with gilded Damascus blades, and enriched with emeralds, turquoises, and rubies, presented by the Prince of Transylvania to Gustavus Adolphus; a horse (stuffed) ridden by Gustavus Adolphus at Lützen, and the sword he carried at that battle: a gorgeous double-barrelled gun, presented by Louis XIV. of France to Charles XI.; the sword carried by Charles XII. when he fell at Fredrikshald (p. 77); etc.

The S.E. façade of the Palace, with its colonnade, looks towards the Slottsbacke, or Palace Hill (Pl. E, 4), a handsome *Plats* descending to the Skeppsbro. The Slottsbacke is adorned with an *Obelisk*, 100 ft. high, erected in 1799 by Gustavus IV. in memory of the loyalty of the citizens during the war against Russia in 1788-90, while the nobility were hostile to their sovereign (p. lxv). At the foot of the Slottsbacke, on the Skeppsbro, rises the finely executed ***Monument of Gustavus III.** (Pl. E, 4), by *J. T. Sergel*, a Swedish sculptor, erected in 1808 by subscription in honour of that chivalric monarch. The rudder on which the statue of the King leans is an allusion to his naval victories. Fine view of the harbour and the Skeppsholm.

The *Governor's House* (*Öfverståthållare-Huset;* Pl. 30; E, 5), on the S.E. side of the Slottsbacke, with its handsome little court, was erected by *Nicod. Tessin* (p. 281), to whom it originally belonged.

At the S.W. end of the Slottsbacke rises the **Storkyrka** (*Great Church*, or *Church of St. Nicholas;* Pl. 27; E, 5), which, according to the inscription, was founded by Jarl Birger in 1264, and rebuilt in 1736-43. The unpleasing tower is 184 ft. high. In the interior, which consists of a nave with double aisles, is a rich reredos from Augsburg (beginning of 17th cent.), in silver, ivory, and ebony, with 18 scenes from the Passion. Observe also a brass candelabrum with seven branches, of the 14th cent.; two huge pictures ('Last Judgment' and 'Descent from the Cross') by *Ehrenstrahl* (d. 1698); several ancient tombstones; and the rich silver vessels. (The *Klockăre* or sacristan lives at Westerlånggatan 21; fee 1/2-1 kr.)

A short street leads S. from the Slottsbacke to the Stor-Torg (*Great Market;* Pl. E, 5), the central and highest point of the old town, bounded on the N.W. by the *Exchange* (Pl. 12; business-hour 1.30). In this market-place several tragic scenes have been enacted. In 1280 Magnus Ladulås caused three members of his own family to be executed. In 1437 Erik Puke and in 1605 the royal counsellor Bjelke were also beheaded here. The saddest event in the annals of the city, known as the Stockholm Blood Bath, took place in the Stor-Torg on 10th and 11th November, 1520, when Christian II. of Denmark caused a great number of his opponents to be executed here in the vain hope of consolidating his power in Sweden (p. lvii).

Numerous steep lanes, called *Brinkar* and *Gränder*, intersected by cross-streets, descend from the Stor-Torg to the Skeppsbro to the E., and to the *Stora Nygata* to the W., forming the head-quarters of the humbler tradesmen, whose characteristics are not without interest.

In the Svartman-Gata, to the S.E. of the Stor-Torg, rises the **Tyska Kyrka,** or *German Church* (Pl. 28; E, 5), erected in 1636-42, and restored since a fire in 1878. The tower contains a set of chimes. The pulpit and altar were presented by German merchants in the 17th cent.

We now descend S.W. to the *Stora Nygata*, which leads N.W. to the Riddarhus-Torg. At the S.E. end of the Nygata lies the Kornhamns-Torg ('corn-harbour market'; Pl. E, 5), beyond which is Slussen, the bridge leading to Södermalm; or we may cross to Maria-Hissen by steam-launch (pp. 278, 298). Or we may turn to the right from the Kornhamns-Torg to the Mälar-Torg and the Kött-Torg ('meat-market'; Pl. E, 5), over which runs the railway. These quays command fine views of Södermalm. To the N. of the Kött-Torg we reach the *Munkbro* ('monks' bridge'; Pl. D, 5), the scene of the busiest market-traffic.

The Riddarhus-Torg (Pl. D, 5), bounded by the Riddarhus and the Town Hall, is adorned with a **Statue of Gustavus Vasa,** designed by *L'Archevêque*, and erected in 1773 by the Swedish nobility on the 250th anniversary of the day when the king entered Stockholm and delivered his country from the Danish yoke. On 13th July, 1756, Count Brahe, Barons Horn and Wrangel, and others were brought to the scaffold here for conspiring to undermine the constitution. On 10th June, 1810, Marshal Axel v. Fersen was lynched by the populace, alarmed by the sudden death of the crown-prince, and believing he had been poisoned by the marshal.

The **Riddarhus** (*Knights' House;* Pl. 35; D, 5), a brick and sandstone structure, designed in 1648-70 by *Simon de la Vallée*, is adorned with allegorical figures and Latin inscriptions on the façade. In a large room on the first floor, with the armorial bearings of all the Swedish nobles, and ceiling-paintings by *Ehrenstrahl*, the Chamber of Nobles held its meetings down to 1866. A room on the ground-floor contains portraits of all the marshals of Sweden from 1627 to 1865, except Count Lejonhufvud, who was blamed by the nobility for the failure of the war against Finland in 1740-43, and beheaded in 1743. Adm., see p. 279. In the court a monument was erected in 1890 to the chancellor *Axel Oxenstjerna* (p. lxi).

Adjacent, on the opposite side of the Riddarhus-Gränd, which leads to the Vasa Bridge, rises the **Rådhus** (Pl. 34; D, 5), once the palace of Count Bonde, the royal treasurer, converted into a town-hall in 1731. The large Council Chamber contains views of the city at different periods.

From the Riddarhus-Torg a bridge leads S.W. to the Riddarholm (Pl. D, 5), and the ***Riddarholms-Kyrka** (Pl. 25), with its conspicuous perforated spire of cast iron, 290 ft. high. It was formerly a church of the Franciscans, and has for centuries been the burial-place of the Swedish kings and heroes. The building is Gothic, disfigured by Renaissance additions. Divine worship has not been performed here since 1807, except in the case of royal funerals. The principal entrance is at the W. end. (Adm., see p. 279.)

The walls of the church are blazoned with the armorial bearings of the deceased knights of the *Seraphim Order* (p. 282; including those of the German Emperors William I. and Frederick III.), and the pavement is formed of tombstones. Flanking the high-altar are the ***Monuments of Kings** *Magnus Ladulås* (d. 1320) and *Charles VIII.* (d. 1470), erected in the reign of John III. (16th cent.). On the right (S.) is the *Burial Chapel of Gustavus Adolphus (Gustavianska Grafkoret)*, constructed in 1633 by order of the king in 1629 before his departure for Germany. Since 1832, the 200th anniversary of the famous monarch's death (at the battle of Lützen, 6th Nov., 1632), his remains have reposed in a green marble sarcophagus, executed in Italy by order of Gustavus III. for the reception of the body of his father Adolphus Frederick, but unused till 1832, when the remains of Gustavus Adolphus were transferred to it by Charles XIV. John. It bears the simple inscription: *Gustavus Adolfus Magnus.* In front of the sarcophagus are placed the king's banner, borne at Lützen, the royal Swedish banner, and a flag presented by Oscar II. in 1882, bearing the names of the regiments of the yellow brigade which distinguished itself at Lützen. Between the windows of the chapel are placed German, Russian, and other flags as trophies of the king's victories. In the vault below are interred *Maria Eleonora of Brandenburg* (d. 1655), the queen of

Gustavus Adolphus; kings *Adolphus Frederick* (d. 1771), *Gustavus III.* (d. 1792), *Gustavus IV.* (d. 1837; p. lxvi), and *Charles XIII.* (d. 1818), with their queens, and other members of the Holstein-Gottorp family. — On the opposite (N.) side of the church is the *Carolinian Chapel (Karolinska Grafkoret)*, constructed in 1686-1743. It contains the sarcophagus of *Charles XII.* (d. 1718), in black marble, on which is placed a lion's skin in brass, with crown, sceptre, and sword. To the right is the marble sarcophagus of *Frederick I.* (d. 1751), and on the left reposes his queen *Ulrica Eleonora* (d. 1742), sister of Charles XII. Between the windows are trophies of Polish, Danish, and Russian flags. In the vault below are interred *Charles X. Gustavus* (d. 1660), *Charles XI.* (d. 1697), and their queens, and several princes of the Vasa family. — Adjoining the Chapel of Gustavus, on the S. side of the choir, is the *Bernadotte Chapel (Bernadotteska Grafkoret)*, built from a design by Prof. Scholander in 1858-60. A massive sarcophagus of porphyry here contains the remains of *Charles XIV. John* (d. 1844). The vault contains the coffin of his queen *Desideria* (d. 1860), and those of *Oscar I.* (d. 1859) and his queen *Josephine*, of *Charles XV.* (d. 1872), and other princes.

In the aisles of the church are the burial-vaults of *Count Lejonhufvud*, with numerous Russian flags; *Counts Wachtmeister & v. Fersen*, also with Russian flags; *Count Torstensson*, with a marble bust of *Marshal Lennart Torstensson* (d. 1651), with numerous German and other flags; *Count Vasaborg*, with German flags; *Marshal Banér* (in the centre of the S. aisle, visible through a pointed doorway), with the armour and a large portrait of the marshal (d. at Halberstadt, 1641) and many German flags.

On the Riddarholm are also situated the *Riksdagshus* or Hall of the Diet (Pl. 36; D, 5); the *Svea Kammarkollegium* (Pl. 18), occupied by the royal family in 1677-1754, and lately enlarged; the *Riks-Arkiv* (Pl. 5; p. 279), and other public buildings.

In the centre of the island rises the ***Statue of Birger Jarl** in bronze, designed by *Fogelberg*, and erected by the citizens in 1854. — The *Railway Bridge* (p. 272), crossing the Riddarholm, has a foot-way on the N.E. side, leading to the islet of *Strömsborg* (Pl. D, 4; restaur.), and to the swimming-school.

II. THE NORTHERN QUARTERS OF THE CITY.

At the N. end of the Norrbro (p. 280) lies the GUSTAF-ADOLFS-TORG (Pl. E, 4), in which rises a lofty pedestal of Swedish granite and marble bearing an equestrian **Statue of Gustavus Adolphus,** in bronze, designed by *L'Archevêque* in 1777, and erected in 1796. The pedestal is adorned with bronze reliefs of the Swedish generals Torstensson, Wrangel, Banér, and Königsmark. On 6th Nov., the anniversary of the great king's death (p. 284), the citizens crowd round the monument, singing national songs and the lines composed by Gustavus himself before the battle of Lützen ('Förfäras ej du lilla hop', 'fear not, thou little band').

On the W. side of the Gustaf-Adolfs-Torg rises the *Palace of the Crown Prince* (Pl. 31; D, 4), erected in 1783-93, now almost uninhabited. On the E. side is the **Stora Teater** (Pl. 40; E, 4; p. 278), designed by *Adlercrantz*, erected in 1775-82 by Gustavus III., and dedicated to 'National Poetry' *(Patriis Musis)*, of which the king was an enthusiastic patron. Among the visitors at his court were Kellgrén, Lidner, Leopold, and Bellman, the fathers of Swedish literature. It was in this theatre, at a masked ball on

15-16th March, 1792, that Gustavus III. was assassinated by Capt. Ankarström.

From the N. E. corner of the Gustaf-Adolfs-Torg the Arsenalsgata leads to the *Jacobs-Kyrka* (Pl. 23), where Marshal Gustaf Horn is interred (d. 1659), adjoining which are the promenades of the Kungsträdgård ('King's Garden'; Pl. E, 3), adorned with statues of two Swedish monarchs and a handsome fountain. Near the quay rises the ***Statue of Charles XII.**, by *Molin*, surrounded with four mortars captured by that king, after whom this part of the *plats* is called *Karl den Tolftes Torg*. The **Fountain** in the centre of the grounds, also by *Molin*, is embellished with allegorical bronze statues ('Aegir and his daughters visiting the river-god', an allusion to the situation of Stockholm between lake and sea). To the right, on the E. side of the grounds, rises the *Dramatiska Teater* (Pl. 41; p. 278), erected in 1842. A little to the N. of the fountain rises the **Statue of Charles XIII.**, erected by Charles XIV. John to his adoptive father, designed by *Prof. Göthe*, and cast at Paris. The fine lions at the foot of the monument are by *Fogelberg*. — To the N.W. of the statue, adjoining the Hamngata, is the building of the **Konstförening* (Pl. 19; E, 3; exhibition, see p. 279), with *Blanch's Café* (p. 277) on the ground-floor. Adjacent are *Blanch's Picture Rooms*. — Opposite, at the N. end of the Kungsträdgård, is the *Svea Hall*, in the Moorish style (concerts in the evening).

A little to the E. is the Berzelii Park (Pl. E, 3), with a **Statue of Berzelius** (d. 1848), the chemist, by *Qvarnström*, and *Bern's Salong* (p. 277). To the N.E. lies the *Ladugårdsland* quarter of the city, completed since 1880. In the *Artilleri-Gård* here (Pl. F. 2) is an historical museum of artillery and small arms (adm., see p. 279). In July the *Guards' Barracks* (Pl. G, H, 2) are adjoined by a *Training Camp*, containing about 1200 infantry and artillerymen (visitors admitted).

To the S. of the Berzelii Park is the Warendorfgata, with the *Synagogue* (Pl. 39; E, 3), by Prof. Scholander, erected in 1870.

On the Blasieholms-Hamn (Pl. E, F, 4), at the S. E. end of the Kungsträdgård, are the *Grand Hotel*, the *National Museum* (see p. 290), and several handsome private buildings.

From the Gustaf-Adolfs-Torg (p. 285) diverges to the W. the busy *Fredsgata*, at the end of which, on the right, is the *Academie för de fria Konsterna* (Pl. 1; D, 4), founded in 1735 for the education of painters, sculptors, and architects. Near it is the *Post Office* (Pl. 33; D, 4).

From the Gustaf-Adolfs-Torg and the Fredsgata run several other important streets, chief of which are the *Drottninggata* and the *Regéringsgata*. Between these streets lies the *Brunkebergs-Torg* (Pl. D, 3), on the site of a sand-hill now removed. In the Beridarebansgata, a little to the N.W. of the Brunkebergs-Torg, is the *Central Gymnastic Institution* (Pl. 17; D, 3), founded in 1813 by *P. H. Ling* (d. 1839).

Between the Drottninggata and the Railway Station rises the **Klara-Kyrka** (Pl. D, 3), erected in 1751-53 after the destruction by fire of an earlier church founded in 1285, and lately well restored. It contains sculptures by *Sergel*. ('Klockăre', Klara Vestra Kyrkogatan 14 A.) In the adjoining churchyard reposes the poet *Bellman* (d. 1785; p. 299).

In the Mäster-Samuelsgata, a side-street of the Drottninggata, No. 36, is the **Geological Museum** (Pl. 38; D. 3; adm. p. 279), containing the interesting collection of the national gelogical institute, including specimens of the various Swedish rock-formations and building-materials (porphyry, granite, gabbro, etc.).

In the Drottninggata, about 7 min. N.W. of the Klara-Kyrka, is the ***Northern Museum** (Pl. 13; C, 2), an interesting collection of Scandinavian curiosities, founded by *Dr. Arthur Hazelius* in 1873, and greatly extended since. The collections are contained in several different houses. The attendants are women in the costume of Darlecarlia. Illustrated catalogue. (Adm., p. 279.)

We begin with the Swedish Section, Drottninggatan 71 A.

Room to the right of the entrance. Prehistoric objects.

I. Room (to the left of the entrance): articles for sale. — II. Room (to the right of the entrance): prehistoric relics. — III. Room (ante-chamber): paintings from peasant-life in Småland. — In a straight direction, IV. Room. Peasant girl from *Blekinge*; *Interior of a house in the district of Ingelstad in *Skåne*, with figures in the costume of the end of the 18th century; room from *Halland*, first half of this century; peasant's room from Wingåker in *Södermanland*, 1820, with a girl receiving presents on the day of the third proclamation of her banns of marriage. In the glass-case by the window are various utensils, costumes and trinkets, from *Skåne*, *Blekinge*, etc., of the 18th cent. — V. Room. Glass-case containing tankards and other utensils from *Östergötland*. Stand with movable frames containing views and costumes. On the walls are primitive horse-collars, tools, etc., from *Westergötland* and *Östergötland*, and Runic staves. — VI. Room. Articles from *Småland:* bridal trinkets, etc. In a case by the window, badges worn by the female peasantry of Wärend in memory of their bravery in fighting against the invading Danes. — VII. Room. Articles from *Småland*, *Gotland*, *Halland*, *Bohuslän*, etc., including 'Bonader' or hangings used to adorn the walls at Christmas. — VIII. Room. Articles from *Skåne;* group from Wemmenhög; ancient looms and woven stuffs; silver ornaments, including 'Ellakors' or crosses worn as charms against the fairies.

We next visit the N. Garden Pavilion, Drottninggatan 71 C.

I. Room (to the right of the entrance). Objects from *Finland*, with a performer on the 'Kantele' (Finnish guitar). — II. Room (to the left of the entrance). Costumes and utensils used by Swedish settlers in *Esthonia* and *Livonia;* carved wood from N. Germany. — III. Room (ante-chamber). Danish mangle-boards. — IV. Room. Female costumes, domestic utensils, etc.), from *Denmark* and *Schleswig;* woven stuffs and pottery from *Copenhagen* and *Holland;* landscapes and costumes from *Denmark*, *Esthonia* and *Germany*. — V. Room. On the right, a sledge used by Charles XII. during his last campaign (p. 77). Wooden beer-tankards, harness, etc. Groups in *Helsingland* and *Lapp* costumes. In glass-cases by the window are weapons, tools, Runic staves, female ornaments from *Gestrikland* and *Helsingland;* objects from *Herjedalen* (specimen of Nödbröd or Fladbröd, partly made of bark), *Jemtland*, *Ångermanland*, *Medelpad*, *Westerbotten*, and *Lapland.* Among the last are 'Seitar' or curiously shaped blocks of granite, worshipped by the Lapps, and magicians' drums. Objects from *Greenland.* — VI. Room. Costumes, etc., from *N. Sweden* and *Greenland.* — VII. Room. Looms, boxes and caskets.

The chief part of the collection is on the first, second, and third stories of Drottninggatan Nos. 77 & 79. Entrance by No. 79 (adm. p. 279).

First Floor. *Rooms I-IV.* Objects from ancient guilds, such as masterpieces of handicrafts, guild-stamps, safes, mugs, and tankards. — *Room V.* contains *Prof. And. Berch's* (of Upsala; d. 1774) 'Theatrum œconomico-mechanicum', an interesting collection of models for object-teaching. Specimens of Swedish writing and printing, book-binding, etc.

We return to the first room in order to reach the other rooms on this floor, which contain objects illustrating the life of the upper classes. — *Room VI.* Store-room. — *Room VII.* Ornaments in stone. — *Rooms VIII and IX.* Objects cast and embossed in bronze, brass, and pewter. — *Room X.* Articles in wrought iron, including a church-door from Sweden, with mountings of the 13th century. — *Room XI.* Pottery and porcelain. — *Room XII.* Tiles.

A few steps lead down into No. 77 Drottninggatan. *Room XIII.* Mediæval furniture and carved wood; wooden font of the 13th cent., with carvings from the Edda; Norwegian church-doors. — *Rooms XIV-XIX.* Furniture and other articles in the styles of the Renaissance, Rococo, and Louis XVI. periods (the last known in Sweden as Gustavian), and of the empire. — *Room XX.* Kitchen-utensils; looms, etc. — *Room XXI.* Sun-dials and sand-glasses; Runic staves; ancient Swedish copper money, and a 'Frax' or leathern sack to carry it on journeys. — We return to Room XIII., and next enter *Rooms XXII.* and *XXIII.*, containing ecclesiastical objects; pictures; a pulpit from *Ronneby*; a chest from *Småland*, with iron mountings representing the legend of St. Hubert.

Second Floor. — *Room I.* Sedan-chairs, perambulator of Charles XV., harness, saddles. — *Room II.* Embroidery, lace, children's dresses, dolls. — *Room III.* Rich costumes of the 17th and 18th cent.; 'Brudstubb' (bridal petticoat) of 1700, and Gustavus III.'s Swedish national costume. Figures of the 'cursor' and the janitor of Upsala University. — *Room IV.* Objects used in the Jewish ritual; patents of nobility, orders. — *Room V.* Musical instruments. — *Rooms VI. and VII.* Uniforms and arms of the 15th-18th cent.; portrait-figure of Charles XII. — *Room VIII.* Equipments for wolf and bear hunting. — *Room IX.* Instruments of torture. — *Room X.* Fire-extinguishing apparatus; objects connected with the postal and customs services. — We return through Room II. to *Rooms XI-XIII.*, containing portraits and relics of Swedish and Danish kings and celebrities (*Linnæus*, *Berzelius*, *Tegnér*, *Thorvaldsen*, *Höckert*, etc.). — A flight of steps descends hence to Drottninggatan No. 77 (see below).

Third Floor. *Rooms I-IV.* Objects from *Dalecarlia* or *Dalarne.* In I. a '*By-kladd*' (parish register), or staff inscribed with the names of 100 land-owners in the village of Färnäs and its public accounts down to 1857. Cowherd's horns, etc. In II. Runic Calendar. Room from Rättwik, with a group representing 'the little girl's last resting-place' after the picture by Amalia Lindegrén. In III. Groups of peasants from Mora and Orsa; locks, arms, birch-bark cradles, in which infants are carried to baptism. In IV. Costumes from Dalecarlia; domestic objects. — *Room V.* Articles from *Upland.* — *Rooms VI. and VII.* Objects from *Westmanland*, *Södermanland*, and *Nerike.* — *Room VIII.* Objects from *Wermland.*

We now return to the second floor and descend by the staircase mentioned above to the —

Norwegian Collection, which occupies twelve rooms on the second floor of Drottninggatan 77.

Rooms I-IV. Fragments of buildings and rustic furniture, timber from 'Stabburs' (storehouses), carved boards, bedsteads, cabinets, and chairs; blocks of wood with human teeth driven into them, used as a charm against toothache. — *Room V.* Travelling requisites, sledges, harness, saddles, stirrups, a fine bedstead from the Romsdal, old tapestry. In the glass-cases at the windows are riding-whips, basket-work, and two '*Budstikker*' (wooden cases for official messages, which the peasantry of each parish were bound to carry to the boundary of the next parish). — *Room VI.* Drinking-vessels. a 'Högsäte' (*i.e.* a bench used as the seat of honour). — *Room VII.* Drinking-vessels, small carved household utensils, and pictures (girl from Telemarken, man and woman from the Numedal, group from the Hitterdal, a Lapp woman and child from Finmarken). Movable frames containing figures in Norwegian costume. Carved mangle-boards. — *Room VIII.* Ornaments and weapons, embroidery, handsome old belts from the Sætersdal (p. 4); powder-horns of the 16-18th cent.; old halberds, spears, and other weapons. — *Room IX.* Musical instruments; Norwegian '*Primstave*' (calendar-staves) and rustic furniture; in the glass-cases snuff-horns and snuff-boxes. — *Room X.* Objects from Iceland. — *Room XI.* Domestic utensils from Norway; scythes, sickles, looms, etc. — *Room XII.* Norwegian furniture; cabinets, carved presses, chests, etc.

A supplementary section has been established on the first floor of Drottninggatan 88.

Room I. Objects connected with seafaring: canoes, galleons, votive ships from churches, hatchets, grapnels, ship's lanterns and cables. — *Room II.* Rococo objects: observe in particular a suite of furniture for the royal palace, covered with tapestry, said to date from the first half of the 18th cent. (probably of Stockholm workmanship). — *Room III.* Renaissance objects, including a collection of relics from German guilds. — *Room IV.* N. Frisian room in 17th cent. style, reconstructed by H. Sauermann, director of the Flensburg museum, after a model at Hallig Hooge on the W. coast of Slesvig; also a collection of wood-carvings of the 16th-18th cent. and a Dutch loom introduced by *Jonas Altströmer* in 1720, probably the first used in Sweden. — We return through Room IV. to *Room V.* Woodwork, mediæval, and of first half of 16th cent. — *Rooms VI-VIII.* Pharmaceutical collection; in Room VI. retorts, distilling apparatus, and other laboratory vessels; in Room VII. apothecary's utensils and memorials of the Swedish apothecary *K. W. Scheele* (d. 1786) of Stralsund, the discoverer of oxygen, hydrofluoric acid, tartaric acid, etc.; in the centre an alchemist's furnace and a receptacle for poisons; also several tastefully executed German apothecary's boxes. In Room VIII. a complete apothecary's shop, from the 'Apotheke' of the palace in Drottningholm.

In the Rörstrandsgata, diverging to the S.W., rises the Gothic **English Church** (Pl. 21; B, 2).

On the right side of the Drottninggata, nearly opposite the Rörstrandsgata, is the **Academy of Science** (*Wetenskaps-Academi;* Pl. 4; C, 1), founded by Swedish savants in 1739, and endowed by government in 1741. The first director was *Karl v. Linné* (*Linnæus;* 1707-78), the celebrated botanist. The academy now numbers 175 members, of whom 75 are foreigners. The building contains the valuable and interesting **Natural History Collection*, the property of the state (adm., p. 279).

To the E. of the Academy rises the **Adolf-Fredriks-Kyrka** (Pl. C, 1, 2), designed by *Adlercrantz*, erected in 1768-74. It contains an altarpiece (Resurrection) in plaster, by *Sergel*, and a monument, with sculptures by *Sergel*, to *Descartes* (d. at Stockholm, 1650), the famous French mathematician and philosopher, whose remains were removed to Paris in 1661.

In the Drottninggata, on the left, a little beyond the Academy of Science, is the *Technical School* (Pl. 46; B, 1), designed by

Prof. Scholander, and erected in 1863; with which is connected the *Bergskola* or School of Mining. Library and collections open Mon. and Thurs. 12-2.

On a height at the end of the Drottninggata rises the **Observatory** (Pl. B, 1), erected in 1748-52, commanding a fine view of the city ('vaktmästare' 25 ö.).

In the **Humlegård** (Pl. E, 1), a park laid out in the 17th cent., rises the **Riks-Bibliotek** or *National Library* (Pl. 11; adm. p. 279), designed by *Dahl*, and erected in 1870-76, containing upwards of 300,000 printed books and 7000 MSS. Among its treasures may be mentioned the *Gigas Librorum*, consisting of 300 large parchments, of the 9th-13th cent., and a Latin Bible with notes by Luther (1529), both taken by the Swedes in the Thirty Years' War, the former from Prague, the latter from Wittenberg. — Behind the museum, in the middle of the park, rises a bronze *Monument to Linné*, erected in 1885, consisting of a colossal figure of the great botanist, surrounded by allegorical statues of Zoology, Medicine, and Agriculture, designed by *Frithjof Kjellberg*. — Near the S.W. side of the Humlegård is the entrance to a tunnel, 275 yds. long, connecting the *David Bagares-Gata* with the *Luntmakare-Gata* (toll 3 ö.).

On a height to the N.W., extending nearly to the Brunnsvik (p. 302), lies the new *Wasastad* (see Plan of Environs of Stockholm). — In this suburb, 10 min. N. of the Humlegård, is the *Östra-Station*, for the railway to Rimbo and Norrtelje (p. 311), and for the line branching from it beyond Stocksund to *Djursholm*, a town of villas.

III. THE NATIONAL MUSEUM.

At the S. end of the Blasieholm (p. 286) rises the ***National Museum** (Pl. F, 4), erected in 1850-66 from a design by *Stüler* of Berlin, a handsome edifice in the Renaissance style, with round-arched Venetian windows and a portal of greenish Swedish marble. Over the portal are medallion-reliefs of six famous Swedish scholars and artists: Fogelberg, the sculptor; Ehrenstrahl, the painter; Linnæus, the botanist; Tegnér, the poet; Wallin, the writer of hymns; Berzelius, the chemist; and statues of Nicod. Tessin, the architect, and Sergel, the sculptor. The collections are: on the Ground Floor the *Historical Museum* and the *Cabinet of Coins;* on the First Floor the *Art-Industrial Collections* and antique and modern *Sculptures;* on the Second Floor the *Picture Gallery* and the *Drawings* and *Engravings*. Adm., see p. 279; catalogues in each department, and at the entrance.

GROUND FLOOR. On entering the vestibule, where sticks and umbrellas are given up on the left (2 ö. each), we observe three colossal statues of northern deities in marble by *Fogelberg:* below, on the right, Odin, on the left Thor, and above them Baldur. Opposite the entrance is the —

****Historical Museum,** or *Museum of Swedish Antiquities*, a most valuable collection of objects from the earliest times down to the present day, founded in the 17th cent., and much extended by the late director, *Hr. B. E. Hildebrand.* The museum is admirably arranged, and is one of the finest of the kind in existence. The present director is *Dr. H. Hildebrand.* (See ground-plan, p. 298.)

A glass-door leads into the VESTIBULE, where the excellent English *Catalogue by O. Montelius* may be purchased (2 kr.). We turn to the left. The black figures on white ground indicate the order in which the objects should be examined. See also pp. xxxix, xl.

ROOMS I. & II. OBJECTS OF THE FLINT PERIOD (*'Stenåldern'*), a prehistoric era when the use of metal was unknown, and when the most necessary implements were made of flint, bone, or wood. The chief objects here are arrow-heads, axes, earthen vessels, and amber-beads. The classified objects in the wall-presses and in one of the cases have been found mostly in Skåne. The remaining cases contain objects, partly from ancient tombs, found in other districts of Sweden. Among these are carved flints, fine battle-axes, the contents of tombs with the bones of domestic animals, and characteristic objects in slate from the northernmost districts of Sweden. Room I. also contains several models of tombs.

ROOM III. OBJECTS OF THE BRONZE PERIOD (*'Bronsåldern'*), when the inhabitants of Sweden came for the first time into contact with the more civilised natives of Asia and S. Europe. Observe a shield (No. 1) of S. European origin, a dagger (21) found in West Götland, other handsome daggers, swords, battle-axes, and vessels with rich ornament.

OBJECTS OF THE IRON AGE (*'Jernåldern'*; comp. p. xxxix). The earliest of these show traces of Celtic influence; a later group has been affected by Roman provincial culture, while more recent objects are akin to the Frankish and Alemannic antiquities of W. Germany of the period during and after the migrations. In the same room is the rich collection from the Island of Gotland, embracing a period of over a thousand years. We begin with No. 1. No. 2 shows Roman influence; No. 4 illustrates the period of migration; beside it are the contents of a tomb, including an Indian shell; some of the brooches are highly characteristic. The collection of silver ornaments (No. 8) from this island is also very rich. — Room III. also contains objects of the earlier iron age found on the mainland of Sweden, including four of Roman origin (large bronze vase with inscription, statuettes, glass drinking-horn, etc.), superb neck-rings with filigree ornamentation (7c), and many other gold ornaments. Observe also the valuable relics from the tombs of Wendel, where several warriors were found interred in their ships (comp. p. 323).

ROOM IV. OBJECTS OF THE LATER IRON AGE, FROM THE MAINLAND. We note here the objects found at Björkö in Lake Mälaren (p. 303), where the oldest Christian burial-place in Sweden was re-discovered, and the valuable collection of silver ornaments. Also copies of a rock in Södermanland, with Runic inscription and a design from the Siegfried Saga, and of a large Runic stone near Rök in Östergötland, with the longest Runic inscription that has been preserved.

Next, the MEDIÆVAL COLLECTION (*'Medeltiden'*): objects of 11th-13th cent.

ROOM V. Ornaments, church-furniture, and vestments of the 14th, 15th, and beginning of 16th cent., including a treasure buried at Dune in the 14th cent. (No. 9, in the two cases in the centre, in front of the window), and a votive figure in wood (1489) of St. George from the Stora Kyrka at Stockholm.

The Royal CABINET OF COINS (director, *Dr. H. Hildebrand*) occupies an adjoining room (to the N.E.). Swedish medals are exposed to view in glass-cases, but the coins are kept in presses, and are shown by special permission only.

Returning to the vestibule from Room V., we turn to the left to visit ROOMS VI. and VII., which contain objects of the MODERN PERIOD (*'Nyare*

Tiden') in five sections: 1523-1611, 1611-1654, 1654-1718, 1718-1809, and 1809 to the present time. Some of the objects here are of great value.

We now return to the staircase, pass the 'Garderobe', ascend the white marble stairs to the —

FISRT FLOOR, and by a door on the left enter the —

Ceramic Collection, in two rooms, containing 4500 specimens.

Room I. To the left of the entrance is a large Moorish-Spanish vase; in the first cabinet articles of similar origin, and majolica from Urbino and other Italian manufactories, chiefly purchased by Nicod. Tessin the Younger in Italy at the end of the 17th cent. The next 13 large cases contain French, Dutch, German, and Swedish porcelain, pottery from the Lower Rhine, and Wedgwood ware. The intervening smaller cases contain porcelain from Meissen (Dresden), Vienna, Berlin, Capo di Monte (Naples), the Hague, Amsterdam, Niederweiler, Frankenthal, Nymphenburg, Marieberg (p. 301; 1759-88), Derby, Copenhagen, St. Petersburg, Sèvres (pâte tendre), etc.

Room II. Chinese and Japanese porcelain, including a specially fine collection of the Japanese Chrysanthemum-Peony porcelain, so called after its flower-patterns, and of Japanese 'craquelé' (with glazing purposely cracked), lacquered vases, and vessels with European patterns (Swedish coats-of-arms).

Room III. The **Collection of Sculptures** (catalogue 50 ö.) begins here. This room contains Antiques, chiefly busts of the Roman imperial epoch (66. Bust of *Apollodoros*, an Athenian, with a Greek inscription); 45. Colossal bust of Venus. The gem of the collection is in the centre: *1. *Sleeping Endymion*, in Parian marble, excavated in Hadrian's Villa at Tivoli in 1783, and purchased by Gustavus III. Handsome candelabra, magnificent large marble vase, and a collection of vases and small antiques.

Room IV. Antique terracottas, glasses, and bronzes.

Room V. The principal Antiques are exhibited here. They are all in the style of the Roman empire, and many are marred by restoration. Nos. 3-12. Apollo Citharœdus and the Nine Muses; 2. Athena; 201-221. Greek tombstones; 228-236. Roman tombstones. In the centre: *107. Fountain, with an interesting relief relating to Romulus and Remus; 179. Handsome Rhyton (drinking-vessel) in marble.

Room VI., a hall containing Egyptian, Assyrian, ancient Greek, and other Casts. Fine view from the windows here and in the following rooms.

Room VII. Casts of works of decorative art.

Room VIII. Modern Swedish Sculptures.

Nos. 357-372. *Johan Tobias Sergel* (1740-1814; founder of the Swedish school of sculpture): 357. Faun; 359. Psyche and Cupid, his master-piece; 362. Colossal bust of Gustavus III. (to whose court the sculptor was invited); 373-376. *Erik Gustaf Göthe* (1779-1838); 377-389. *Johan Niklas Byström* (1783-1848; a pupil of Sergel); 390, 391, 395, 396. *Bengt Erland Fogelberg* (1786-1854); 397. *Carl Gustaf Qvarnström* (1810-67); 769. *Frithjof*

Kjellberg (1836-85); 398-401. *Johan Peter Molin* (1814-73); several works by *J. Börjesson* (b. 1836). No. 403. Hylas, by *Bissen senr.*, a Dane; 404. Magdalene, by *Ant. Novelli* of Florence (d. 1662); 604. Copy by *A. Gille* of a colossal bust of Alexander von Humboldt by *David d'Angers*.

Room IX., a small apartment containing casts and models by *Sergel* and other Swedish sculptors.

Small Rooms X, XII., containing small objects in wood, bone, iron, etc.

Room XI. contains the collection of glass in four detached cases, the collection of watches, metal objects, etc.

Rooms XIII, XIV. are occupied by the **Collection of Furniture**, arranged in rooms and cabinets fitted up in suitable style. Observe in Room XIII. the ornamental furniture (chiefly Italian), especially two large *Cabinets in ebony. Six rooms, slightly raised, are fitted up in the style of the 16th-17th cent., and contain chiefly German furniture. In the centre of the room: Psyche, borne by three amorettes, a group in bronze by *A. de Vries*, brought from Prague. Room XIV. contains a collection of objects in ivory and amber; in two cabinets are arranged rococo and Louis XVI. pieces of furniture of the 18th cent.

In the room occupied by the collection of furniture is a door on the left, through which (Tues. and Frid. 11-3) we may descend to the sunken floor, containing the small **Egyptian Collection.**

Another marble staircase ascends to the —

SECOND FLOOR, nearly the whole of which is occupied by the picture-gallery. (See the upper Ground Plan, p. 298).

The ***Gallery of Ancient Masters** was formed chiefly during last century, 330 of the pictures having been brought from various royal palaces and châteaux in 1750. The collection was greatly enriched by *Queen Louisa Ulrica*, a sister of Frederick the Great, with the aid of *Count Carl G. Tessin*, Swedish ambassador at Paris (1739-42), whose own collection she purchased. Her son *Gustavus III.* followed her example. From that period date in particular the interesting decorative paintings of the French School, and also the best Netherlandish works. The Italian pictures consist of the *Martelli Collection*, purchased at Rome in 1798, and smaller collections purchased later. More recently the gallery has been enriched by gifts from patriotic societies and private donors.

Few of the German, Spanish, and Italian works are of much value, but the French school of last century is better represented here than anywhere out of Paris (large works by *Desportes*, *Oudry*, *Boucher*, and *Natoire*, and cabinet-pieces by *Chardin* and *Lancret*). — Several of the best Netherlands masters of the 17th cent. are also admirably represented: *Rembrandt* by his 'Ziska', a 'Cook', and several portraits; *Rubens* by his two copies from Titian; and *Snyders*, *Jordaens*, *Fyt*, *C. de Vos*, *Steen*, *Ochtervelt*, *Hooch*, *Wynants*, *Wouverman*, *Dou*, *Ostade*, *Van Goijen*, *J. van Ruysdael*, and *van de Capelle* by pictures of great merit; also several rare masters, chiefly of historical value. — Critical Catalogue in Swedish by *G.*

Göthe (3 kr.; 1887); French illustrated edition in the press. Each picture bears the name of its painter.

The entrance to the Dome Room (p. 297; containing modern pictures) from the staircase is flanked by two antique columns brought from Italy by Gustavus III.; from this room we pass through a door on the right into the rooms of the old masters.

I. The Italian and Spanish Schools occupy a room lighted from above and three of the six adjoining cabinets. The other three cabinets belong to the Modern Schools (see p. 296).

Saloon. Right side: 133. *Leandro Bassano*, Festival of Cleopatra; 82. *Carlo Dolci*, Magdalene; *Unknown Masters*, 759, Still-life, 761. Lazzarone, 755. Christ crowned with thorns. Left side: 11. *Caravaggio* (?), Judith. — 2nd Cabinet: (b.) 84. *Carlo Dolci*, Christ at the house of Simon the Pharisee. — 3rd Cabinet: (c.) four small pictures by *Tiepolo*, sketches for the decorations in the Scuola dei Carmini at Venice.

II. A room beyond the Italian saloon chiefly contains German and Early Dutch Pictures (*Tyske och Nederländske Målare*).

Nos. 260, 261. *B. Denner*, Portraits of an old man and old woman; 507, 508. *Jan Massys*, Venus and amorous old man (1566); 257. *L. Cranach junr.*, Charles V. and John Frederick of Saxony hunting; 370. *Jan Brueghel*, Market (1609); 1080. *L. Cranach senr.*, Lucretia (1528). — 430. *Fr. Floris (Fr. de Vriendt)*, Sea-gods; 466. *Gillis d'Hondecoeter*, Orpheus; 1371. *Ant. Mor*, Portrait (early work, 1538); 1073. *H. Baldung Grien* (?), Mercury.

III. We next reach the Netherlandish School, in a saloon lighted from above and five cabinets.

Saloon. Entrance-wall: 595. *Rubens* (school-piece), The four fathers of the church; 608. *Rubens* (?), Esther and Ahasuerus (a sketch); *607. *Rubens*, The daughters of Cecrops finding Erichthonius (a sketch); 596. *Rubens*, Susanna in the bath (school-piece); *606. *Rubens*, Samson slaying the lion (a sketch); 404. *Van Dyck*, St. Jerome (an early work); *599, *600. *Rubens*, Sacrifice to Fertility, and a Bacchante, copied by Rubens in 1601-8 from Titian's famous works at Rome, now at Madrid; 386. *A. Cuyp*, Family portraits (1661); 581, *582. *Rembrandt*, Old man and woman (1655); 585. *Rembrandt*, Portrait of a man (about 1638); 1349. *Rembrandt*, St. Peter (1632). — **578. *Rembrandt*, 'Oath of John Ziska' (perhaps rather an Old Testament subject), of great breadth and very effective, but unfinished, the master's largest work after the Night Watch at Amsterdam (about 1664). 517. *P. Moreelse*, Portrait; 462. *Unknown*, Cottage among trees; 616. *Jacob v. Ruisdael*, Forest-path; **584. *Rembrandt*, 'Portrait of his cook' (1651); *583. *Rembrandt*, His sister (1632); 1429. *F. Bol*, Lute-player; 500. *P. Lastman*, Sacrifice to Juno; *1120. *J. de Bray*, Flute-player; 512. *G. Metsu*, The smithy, a decorative picture of his early period; 637. *Snyders*, Still-life; 488. *Jordaens*, Adoration of the Shepherds (1618); *433. *Fyt*, Dead game (1651); *1159. *Jordaens*, King Candaules tempting Gyges; 420. *Unknown Artist*, Labourers in the vineyard: *639. *P. de Vos*, Stag-hunt; *303. *J. d'Arthois*, Large wooded Flemish landscape; 486. *K. du Jardin*, Portrait of H. van Huteren (1674); 398. *H. Dubbels*, Stormy sea; 534. *Moeijaert*, Preaching of John the Baptist (1631); 353. *P. Soutman*, The Evangelists; 1099. *J. Brueghel*, Flower-pot; 409. *Unknown*, Portrait of a woman; 689. *C. de Vos*, Card-players; 601. *Rubens*, The three Graces.

I. Cabinet: 423. *B. Fabritius*, Family at table (1650); 1046. *G. Horst*, Meeting of Jacob and Esau (1641; a sketch); *418. *G. van den Eeckhout*, Satyr and peasant; 442. *J. van Goijen*, Halt by a farm; 588. *Moeijaert*, The angel leaving Tobias; *576. *Rembrandt*, St. Anastasius in his cell (1631); 421. *A. v. Everdingen*, Norwegian fjord (1648); *443. *J. v. Goijen*, Dordrecht (1655); *P. de Hooch*, *473. Woman by a cradle, *471. The letter; 539. *Th. de Keyser*, Family portraits; 672, 673. *W. van de Velde*, Small sea-pieces; 1386. *P. Codde*, Domestic scene; 1412, 1413. *J. Lüttichuus*, Portraits

II. Cabinet: 310. *C. Bega*, Music-lesson (1663); 356. *R. Brakenburgh*, Dance (1699); 548, 549, 554. *A. v. Ostade*, Small portraits; *1117. *Unknown*, Old woman reading (1658); *550. *A. v. Ostade*, Peasants amusing themselves at their door (1660). — *A. v. Ostade*, 551. Advocate at his study-table (1664); 552. Interior (1643). 721, 722, 1143, 1153. *J. Wynants*, Landscapes; 1325. *B. Cuyp*, Resurrection; 682. *S. de Vlieger*, Oak-wood; *G. Dou*, 393. Magdalene, 394. Portrait of himself; *Is. van Ostade*, 557. Youth, 1394. Interior; 1387. *P. de Molyn*, Landscape.

III. Cabinet: 657, 658, 660. *Ochtervelt*, Genre-pieces; 618. *J. v. Ruisdael*, Seaside-village (an early work); 617. *G. du Bois*, Landscape; 647. *J. Steen*, Card-players; 593. *Unknown (H. M. Sorgh?)*, Butcher; *562. *J. van de Capelle*, Calm sea (1649); 667. *A. van de Velde*, Young shepherd (an early work; 1657); *683. *H. van Vliet*, Interior of St. Ursula's at Delft; 510. *G. Metsu*, Card-players; 677. *C. Verhout*, Sleeping pupil (1663); 326, 327. *A. van Beyeren*, Fish.

IV. Cabinet: 305. *P. van Asch*, Landscape; *Th. Wyck*, 695. Halt at a tavern, 720. Portrait; 485. *K. du Jardin*, Cattle pasturing (1657); 701, 702. *J. Wouverman*, Summer, Winter; eleven pictures by *Ph. Wouverman*, the best Nos. *709 and 714 (Winter-scene, Bridge).

V. Cabinet: 453, 1181. *J. de Heem*, Still-life; 483. *Karel du Jardin*, Italian landscape; 1084. *F. de Moucheron*, Landscape; 594. *W. Romeyn*, Ox in a grotto.

Passing through the saloon, and turning to the left, we regain the staircase, from which a doorway, opposite that of the picture-gallery, and also flanked with antique columns, leads to the —

Gravyr-Sal, containing the Collection of Engravings and Drawings, the nucleus of which consists of works purchased at Paris by Count Carl G. Tessin (p. 293; Crozat Collection).

The Collection of Engravings (catalogue 25 ö.) now consists of 80,000 plates. The specimens exhibited in the glass-cases are changed from time to time. On the walls are hung several large paintings by Swedish masters: 1058, 1250. *M. E. Winge*, Subjects from northern mythology; 937, 938. *J. E. Bergh*, Landscapes.

The Drawings, particularly those of the Netherlands Schools, are also very valuable. Observe a large and admirable portrait by *Lucas van Leyden;* about a dozen genuine drawings by *Rubens* (including studies for the Rustic Dance and the portraits of Ferdinand and Francesco Gonzaga); nearly as many by *Van Dyck*, of rare excellence (an English couple, Crucifixion of St. Peter, C. van Geest, etc.); a series of very clever sketches by *Adr. Brouwer*, *D. Teniers*, and *Adr. van Ostade;* above all, many admirable and important drawings by *Rembrandt*, about 50 of which are kept in the portfolios. These last are chiefly sketches for pictures (Christ appearing to Mary, for his picture at Brunswick; Sacrifice of Manoah, at Dresden; Abraham's Sacrifice, at St. Petersburg, etc.); also a portrait of Titia van Ulenburgh, his sister-in-law (1639), and several valuable studies.

IV. We next visit the French Pictures, in a room lighted from above and a cabinet.

Saloon *(Fransk Sal):* 1326. *Jouvenet*, St. Bruno; *845. *Lancret*, Woman skating; *884. *H. Rigaud*, Portrait of Cardinal Fleury; 891-897. *J. Vernet*, Landscapes; 785. *Chardin*, Still-life; *846. *Van Loo*, Louis XV., full-length; *Fr. Boucher*, **770. Triumph of Galatea, perhaps the artist's master-piece (1470); 768. Toilet of Venus (1746); *769. Venus and the Graces bathing; *771. Leda and the swan. Then, 793. *Noël Nic. Coypel*, Judgment of Paris (1728); 854. *Le Moyne*, Venus and Adonis (1729); 883. *H. Rigaud*, Portrait of Charles XII. in full armour; 861-864, 866, 867, 870, 872. *J. B. Oudry*, the finest being *867. (Stag-hunt); 1313. *A. Pesne*, Portrait of Ch. Fred. Sparre (1744); 798, 790, 801, 797. *Fr. Desportes senr.*, Large still-life pieces and decorative pictures; 773. *Fr. Boucher*, 'Pense-t-il au raisin' (1747); 813. *G. Poussin*, Landscape.

Cabinet: 778, etc., *Chardin;* 772. *Fr. Boucher*, The toilet (1746); 843,

844. *Lancret*, The swing, Blind-man's-buff; 874. *Pater*, The bathers; 888. *H. Taraval*, Venus and Adonis.

The next four cabinets contain Flemish and Dutch painters.

I. Cabinet. Left of the entrance: *407. *Unknown (C. de Vos?)*, Drawing-room of Rubens; *653, 654. *D. Teniers junr.*, Four smokers at a table (about 1648), Tavern (1661); 603. *Rubens*, Susannah in the bath (small; 1614); 640. *Snyders*, 1146. *J. van Es*, Still-life; 602. *Rubens*, Two naked children (sketch); 1183. *J. d'Arthois*, Landscape; 1393. *D. Seghers*, Flowers.

II. Cabinet: 623. *D. Ryckaert junr.*, Rustic interior; 390. *D. van Delen*, Party at table in a drawing-room (1631); 434, 435. *J. Fyt*, Still-life; 1292. *M. van Helmont*, Rustic festival; 1389. *S. Verelst*, Flowers.

IV. Cabinet: 528. *H. Mommers*, Landscape.

V. The corridor now leads to four rooms dedicated to the Early Swedish Masters, the best of whom was *Dav. Klöker von Ehrenstrahl* (1629-98). Two portraits by him (948, 949) are in the fourth room. — Beyond is a cabinet of Water Colours and Pastels (P.).

VI. **Modern Northern Schools,** mainly offshoots of the schools of Düsseldorf, Munich, and Paris. Most of the older Norwegian artists were trained in Germany, where many of them resided. About half of the Swedish masters have gone for their art-education to Germany, and the rest (the younger) to Paris. A few Danish masters are also represented here. This part of the gallery occupies a saloon lighted from above, six adjacent cabinets, and the antechamber. Our list comprises the more eminent of these artists, whose nationality is indicated by S., N., and D.

Saloon (*Svensk Sal*). Left end: *G. von Rosen* (S., b. 1843), Large portrait of Nordenskjöld (p. 297). — Left side-wall: 1381. *J. Kronberg* (S., b. 1850), Saul and David; 1319. *A. Tidemand* (N., 1814-76), The fanatics; *1138. *F. G. Wickenberg* (S., 1812-46), Dutch coast; 999. *B. Nordenberg* (S., b. 1822), Tithe-day in Skåne; 1223. *J. A. Malmström* (S., b. 1829), Dance of elves; 1320. *C. H. d'Unker* (S., 1828-1866), The pawnbroker; 1380. *A. Jungstedt* (S., b. 1859), Quarry; 1025. *C. H. d'Unker*, Third-class waiting-room; 983. *C. J. Kiörboe* (S., 1800-76), Fox running away. — End-wall: 1154. *G. v. Rosen*, King Erik XIV., with Catharine Månsdotter and Göran Persson. — Side-wall: 944. *Charles XV.* (d. 1872), Swedish landscape; 1155. *H. A. L. Wahlberg* (S., b. 1834), Landscape; 1355. *J. Fr. Höckert* (S., 1826-66), Burning of the palace at Stockholm in 1697; 1239. *H. A. L. Wahlberg*, Twilight on the sea-coast; 1056. *F. J. Fagerlin* (S., b. 1825), Jealousy; 1316. *J. Kronberg* (S., b. 1850), Nymph as a huntress; 967. *J. Fr. Höckert*, Lapland interior; 1398. *E. Petersen* (N., b. 1852), Nocturne; 1170. *S. M. Larson* (S., 1825-64), Norwegian landscape; 1332. *C. G. Hellqvist* (S., 1851-90), Disputation at the time of the Swedish Reformation (1524).

I. Cabinet: 955. *Fahlcrantz* (S., 1774-1861), Calmar Castle by moonlight.

II. Cabinet: 1028. *J. W. Wahlbom* (S., 1810-58), Death of Gustavus Adolphus; 1197. *N. I. O. Blommér* (S., 1816-53), Neck and the daughters of Ægir, a scene from northern mythology; 1356. *L. A. Lindholm*, Interior.

III. Cabinet: *J. G. Wickenberg*, *1244. Winter landscape, 1245. Landscape with cattle; 1215. *S. M. Larson*, Sea-piece; 1207. *J. F. Höckert*, Wedding party in Lapland; 1225. *B. Nordenberg*, The worried sheep.

IV. Cabinet: 1238. *H. A. L. Wahlberg*, Landscape; 991. *Am. Lindegrén* (S., b. 1814), Girl with an orange.

V. Cabinet: 1113. *P. D. Holm* (S., b. 1835), Forest; 1156. *G. Saloman* (S., b. 1821), Girl with an open letter in her hand; 112. *Agnes Borjesson* (S., b. 1827), Old love; *Fagerlin*, 954. Fisher-boys smoking, 1204. Convalescent; 1210. *Aug. Jernberg*, The broken pipe; 1293. *G. v. Rosen*, Portrait.

VI. Cabinet: 1362. *H. Salmson* (S., b. 1843), Young gleaner; 1059. *G. Rydberg*, Landscape; 1364. *Fagerlin*, Dutch interior; 1402. *C. Skånberg* (S., 1850-83), Canal Grande at Venice; 1409. *K. S. Flodman* (1863-88), Coast-scene.

We now go through the Saloon and the Dome Room to the three Cabinets adjoining the Italian and Spanish Saloon, mentioned at p. 294. 7th Cabinet (Norwegians): 1275. *Morten Müller*, Norwegian landscape. — 8th Cabinet (Norwegians): 267, 1285, 1336. *C. Hansen*, The visit, The misfortune, Confronting a witness; 1263, 1266, 1264, 1265, 1343. *H. F. Gude*, Among the rocky islands *(Skärgård)*, Old seaman and boy, Mountain-landscape in Wales, Three sea-pieces; 1277. *A. Tidemand*, Fortune-teller and Dalecarlian peasant-woman. — 9th Cabinet (Danes): 1279. *Melbye*, Sea-piece.

We now return to the Dome Room: 1419. *N. Forsberg* (S., b. 1842), War-scene of 1870-71; 1247. *M. E. Winge* (S., b. 1825), 1198, 1252. *Arbo* (N., b. 1831), Scenes from northern mythology; 1222. *Malmström*, Ingeborg receiving tidings of Hjalmar's death; 1026. *Wahlberg*, Swedish landscape; 1282. *C. F. Sörensen* (D., 1818-79), Sea-piece; 1363. *G. O. Cederström*, Body of Charles XII. (p. 77) on its way to Sweden (winter-scene); 1360. *B. Wegman* (D., b. 1848), Young mother; 1379. *A. Hagborg* (S., b. 1852), Beach; 1397. *J. F. Krouthén* (S., b. 1858), and *E. Rosenberg* (S., b. 1858), Landscapes; 1431. *C. G. Hellqvist*, King Waldemar Atterdag at Wisby (p. 312). — We now return to the staircase and descend.

The space in front of the N.W. façade of the Museum is embellished with the ***Bältespännare** ('belt-duellists'), an admirable group in bronze, the master-piece of *Molin*, the talented Swedish sculptor. It represents one of those deadly old Scandinavian duels in which the combatants were bound together with their belts and fought out their battle with their knives. The four reliefs on the pedestal, with their Runic inscriptions from the Edda, represent the cause and the result of the combat.

1. Drinking. '*Är ikke så godt, som godt (de) säga, öl (för) menniskors söner; ty allt mindre vet, som mer dricker, till sitt sinne mannen*'. ('Not so good as good they say it is, is ale for the sons of men; for the man knows in his mind always less, the more he drinks'.) — 2. Jealousy. '*Galna från kloka görer menniskors söner han den mäktiga kärleken*'. ('Mighty love makes fools of wise sons of men'.) — 3. Beginning of the Combat. '*Drogo de ur skidan skidejern, svärdets eggar till behag (för) trollen*'. ('They draw the knife out of the sheath, the edge of the sword, to the satisfaction of the evil spirit'.) — 4. The Widow's Lament. '*Ensam är jag vorden som asp i lunden, fattig på fränder som furan på qvistar*'. ('Solitary am I become, like the aspen in the grove, poor in relations, as the fir in branches'). — See *Pontoppidan's* første Forsøg paa Norges Historie, 1752, and *Moe's* poem 'Fanitullen'.

From the S. end of the Blasieholm an iron bridge, the *Skeppsholms-Bro*, leads to the **Skeppsholm** (Pl. F, G, 4, 5), an islet containing the *Karl-Johanskyrka* and the chief military and naval depôts of Stockholm. The most conspicuous building is the *Kanonier-Kasern*, with its four corner-turrets and lofty gables. The island is intersected by fine avenues. On the S. shore, in front of the *Sjökrigsskola*, or Naval School, rises a monument in memory of the Polar Expedition conducted by *Prof. Erik Nordenskjöld* in 1878-80. Fine view of Staden and of Djurgårdsstaden (to which a ferry crosses, 3 ö.).

A wooden bridge connects the Skeppsholm with the small **Kastellholm** or *Castle Island* (Pl. G, H, 5), also a favorite promenade. The tower of the *Citadel* commands an admirable *View of the environs ('vaktmästare', or one of the sailors on guard, 50 ö.;

ascent of 94 steps, and then by an iron ladder of 8 steps more). On this island also stands the pretty club-house of the Stockholm Skating Club *(Skridskoklubben)*. On the shore, to the right, a good restaurant with garden.

IV. SÖDERMALM.

At the S. end of Staden lies the *Sluss-Plan* (Pl. E, F, 6; tramway terminus, see p. 277), adjoined on the W. by the Kornhamns-Torg (p. 283) and on the S. by the *Söderström*, an efflux of Lake Mälaren, through which small vessels pass by means of a '*Sluss*' ('lock' or 'sluice'). This channel is crossed by two iron bridges, leading to the Södermalm. Between the bridges lies an open space called the *Karl-Johans-Torg* (station of the Södermalm steam-tramway), with an equestrian **Statue of Charles XIV. John** (Pl. E, 6), by *Fogelberg*, erected by Oscar I. in 1854. The king is represented in the costume of a Swedish marshal.

The extensive S. quarter of the city, called **Södermalm**, occupies a lofty and picturesque site, with streets following the natural undulations of the rock. One of the chief streets formerly bore the characteristic name of *Besvärsgatan* ('fatigue-street'). The great attraction is the view mentioned below.

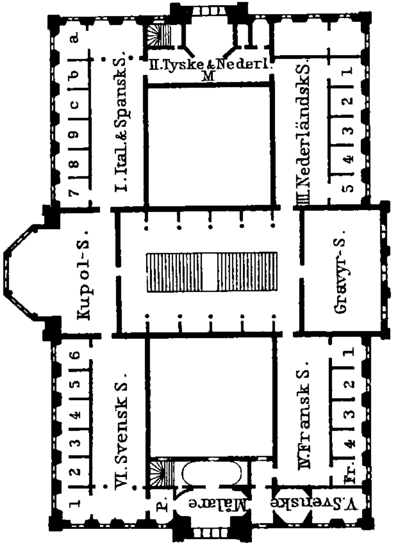
We turn towards the left from the bridge and reach the ***Katarina-Hissen** (Pl. E, F, 6), or steam-lift, opened in 1883, which carries us in less than a minute to the top of the Södermalm (116 ft.; ascent 5 ö.; descent 3 ö.). On the platform at the top (adm. 10 ö.) is a restaurant, which affords the best **VIEW OF STOCKHOLM and its environs. At our feet extends the Saltsjö, enlivened with ships, among which dart small steam-launches in all directions. The most prominent of the buildings of the town are the Palace and the National Museum. To the right lies the Djurgårdsstad, backed by the oaks of the Djurgård and rocky heights; to the left stretches Lake Mälaren. The view has special charms at different hours. — An iron viaduct, 160 yds. long, leads from the platform of the Hissen to the Mosebacke-Torg (Pl. F, 7), on the N. side of which are the *Södra Teater* (Pl. 45) and the garden of *Mosebacken* (Pl. 29; F, 6).

The large *Katarina-Kyrka* (Pl. F, 7), founded in 1659 on the spot where the victims of the 'Stockholm Blood-bath' of 1520 had been burned, was rebuilt in the Renaissance style in 1724. It is surrounded by a cemetery.

To the W. of the bridges crossing to Södermalm, near the point where the Bellmans-Gata joins the *Söder-Mälar-Strand* (formed by blasting the rocks; steam-launch from the Kornhamns-Torg, p. 283), rises the ***Maria-Hissen** (Pl. E, 6; 92 ft. high; 6 ö.), another lift or elevator, with a café-restaurant affording a fine view.

NATIONALMUSEUM I STOCKHOLM.

2 Trappor upp : Tafvelsamling


Kupol-S.
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1 2 3 4 5 6
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VI. Svensk S.
I. Ital. & Spansk S.
II. Tyske & Nederl. M.
III. Nederländsk S.
IV. Fransk S.
V. Svenske Målare
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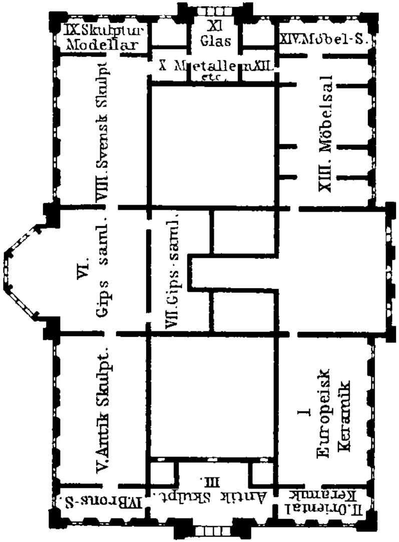
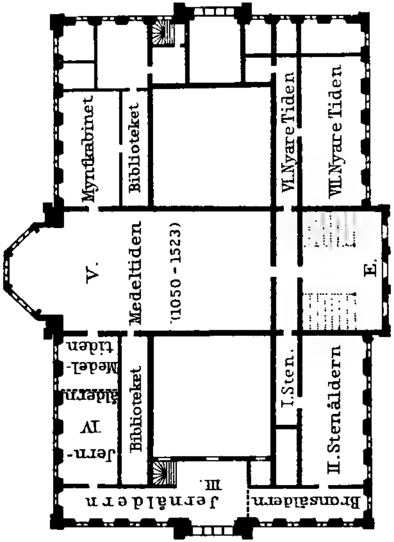
Fr. 4 3 2 1
5 4 3 2 1

1 Trappa upp : Skulptur, Keramik


VI. Gips saml.
VII. Gips saml.
V. Antik Skulpt.
VIII. Svensk Skulpt
IX. Skulptur Modellar
X Metaller etc.
XI Glas
XII.
XIII. Möbelsal
XIV. Möbel-S.
IV. Brons-S.
III. Antik Skulpt.
II. Oriental Keramik
I Europeisk Keramik

Historiska Museum


V. Medeltiden (1050 - 1523)
Mynfkabinet
Biblioteket
Biblioteket
VI. Nyare Tiden
VII. Nyare Tiden
E.
I. Sten.
II. Stenåldern
Bronsåldern
III. Jernåldern
IV Jern-åldern
Medel-tiden

STOCKHOLMS
OMGIFNINGAR.
Spånga
Bromma

STOCKHOLM

Laboratorium
Fredrikshof
Djurgårdsbrunns viken
DJURGÅRDEN
ROSENDAL
Djurgårds-Staden
Skepps-holmen
Kastellholmen
Beckholmen
Friseens park
SALTSJÖN
HÄSTHOLMEN
Söder
Belvedere
Palms park
1 : 25000

48. Environs of Stockholm.

The long arm of the Baltic which receives the waters of the Mälar at Stockholm is usually called **Saltsjön**, by way of contrast to the Malar. This inlet is a '*skärgård*' or archipelago of countless islands, rocks, and cliffs, separated by water-ways in all directions. The direct distance from Stockholm to the outermost rocks is about 60 Kil. ($37^1/_2$ M.). The rocky banks of this inlet are higher and more picturesque than those of Lake Mälaren, and are enlivened with many villas.

Lake Mälaren (2 ft. above the Baltic), which extends inland from Stockholm for a distance of 130 Kil. (81 M.), and may be described as a fresh-water 'skärgård', contains over 1200 islands ('*öar*', '*holmar*'). On its banks and its islands may be counted about 200 châteaux and mansions and 106 villages.

Among the finest excursions from Stockholm are those to the *Djurgård*, *Gustafsberg*, *Waxholm*, *Drottningholm*, and *Gripsholm*. Steamers, etc., see *Sveriges Kommunikationer* (and see p. 278).

Djurgården. — Tramway every 10 min. from *Slussen*, over the Norrbro, etc. (see p. 277). Steam Launches, pleasanter, every 10 min. from the piers mentioned at p. 278. For the return-journey the launches starting from *Alkärret* (Pl. H, 4) are the most convenient.

The ***Djurgård**, a delightful park, of which Stockholm is justly proud, with fine old oaks, pleasant villas, and beautiful walks in every direction, occupies an island 2 M. long and about $^3/_4$ M. broad. It was laid out by Gustavus III. and Charles XIV. John, having originally been a deer-park, as its name imports. On the W. side of the island lies *Djurgårds-Staden*, the only suburb of Stockholm which is still almost entirely built of timber, with the *Jernvåg* (iron weighing-house), coffee-gardens, popular shows, etc.

In the N.W. angle, not far from the *Djurgårdsbro*, the bridge by which the tramway reaches the island, is the *Djurgårds-Teater* (Pl. I, 3). Farther on, opposite *Alkärret*, a small *Plats* planted with trees, where the steam-launches land, is *Hammer's Villa*, which formerly belonged to *Byström*, the sculptor, containing an art-collection. To the left, a little further on, is *Hasselbacken* (p. 276), the largest and best of the restaurants, with grounds affording fine views and containing an oak (*'Bellmans Eken'*) under which Bellman composed some of his charming songs. Near this is a statue of the poet by G. A. Nyström. Farther on are the popular resorts *Manègen*, *Alhambra*, *Tivoli* (similar to the Tivoli of Copenhagen, with the 'Victoria Theatre', a zoological garden, concerts, etc.; fine view from the upper part of the garden), and *Novilla*.

To the S. of Djurgårdsstaden is the islet of Beckholmen, containing two dry-docks hewn in the rock, tar-works, etc. — Ferry thence occasionally to *Tegelviken*.

A beautiful point a little to the E. of these places of amusement is called *Bellmans-Ro*, near which stands a *Bronze Bust of *Karl Michael Bellman* (b. 1740, d. 1795), the great improvisatore and the most genial and popular of Swedish poets (by *Byström*, erected in 1829). On 26th July ('Bellmansdagen') crowds of the poet's admirers assemble here to recite his poetry and extol his genius.

A little to the S. of Bellmans-Ro is a peninsula called the *Frisens-Park*, commanding fine views, a very popular resort on Sunday afternoons (singing and dancing; refreshments, but no spirits). Farther on, about 1 M. from Hasselbacken, is *Manilla*, a large asylum for the blind and the deaf and dumb (shown Thursdays, 11-1; 'här ser man illa, här hör man illa, här talar man illa', say the local wits). About 1/2 M. farther, at the E. end of the island, is the former custom-house station of *Blockhusudden*.

On the N. side of the Djurgård is **Rosendal**, a royal villa built by Charles XIV. John, with orangeries and hot-houses. In front of the villa stands a huge *Porphyry Vase*, 8 1/2 ft. high and 11 1/2 ft. in diameter. To the W. of Rosendal is the garden of the *Trädgårds-Förening*, or horticultural society, which will interest some travellers.

A little to the W. of this garden rises the ***Belvedere,** a tower 110 ft. in height, standing on a hill 250 ft. above the sea-level, and affording an excellent survey of the environs (adm. 50 ö.). The distant view is somewhat sombre and dreary.

The villa of **Framnäs**, on the Djurgårdsbrunnvik, contains part of the *Northern Museum* (p. 287; adm. p. 279).

First Floor: Memorials and views of old Stockholm. — Second Floor: Models of Danish and N. German farm-houses, curiosities from Greenland; room fitted up as the study of the Swedish engineer *Capt. J. Ericsson* (d. 1889; brother of the engineer of the new Trollhätta and Dalsland Canals), who settled in New York in 1839. In England Capt. Ericsson is best known as one of the improvers (in 1837) of the screw-propeller (invented in England by Dr. Shorter in 1802, and improved by B. Woodcroft and F. P. Smith) and as the inventor of the caloric engine. In 1861 he was the builder of the first 'Monitor'.

Marieberg. — Tramway to Kungsholmen every 10 min., see p. 277. Steam Launch from the S. end of *Riddarholmen*, near the former Gymnasium (Pl. 16; D, 5), usually at half-past every hour (in 10 min.; fare 12 ö.). Best to go by land and return by water.

The tramway intersects the suburb of Kungsholmen (Pl. B, A, 4), passes the *Serafimer Lazaret* (right), the medical *Carolinska Institut* (left; p. 279), the *Mint* (left), the *Ulrica-Eleonora Kyrka* (right; with altarpiece by Westin), and, farther on, the large *Military Hospital* (Pl. A, 4; left), and ends at the *Pilgata*. About 1/4 hr. from the tramway-terminus we come to another hospital ('*Sjukhus*', for incurables), beyond which we diverge by a road to the left, passing the large *Lunatic Asylum of Conradsberg*. In 5 min. more we pass the lodge at the S. end of the grounds of the asylum, go through the gateway to the left, and (4 min.) through a second gateway. Just beyond the latter a path ascends in 3 min. more to a rocky knoll, adjoining the *Military Laboratory*, which commands a beautiful *View of Lake Mälaren and Stockholm, different from the views on the Baltic side of the city. — Returning to the road, we follow it to the left and soon reach the old porcelain-manufactory of *Marieberg*, now occupied by the train-battalion. A path passing the large bell and descending to the right leads in a few minutes to the steamboat-pier.

Travellers arriving by steamer ascend 60 paces, turn to the right, and then to the left, past the large bell. Opposite are two paths, of which we take that bearing to the right. After a few paces more (5 min. from the pier) a path ascends to the best point of view.

Karlberg. — Steam Launch from the *Riddarhushamn* (near the Wasa Bridge; Pl. D, 4) every 1/2 hr. to *Rörstrand* (in 17 min.: 12 ö.) and *Karlberg* (in 25 min.; 12 ö.). — Karlberg is also a station on the branch-railway to the harbour of Wärta (see below).

The steamboat steers to the N. of the Kungsholm, passing through the *Klarasjö*, *Barnhusvik*, and *Rörstrandsvik*. The principal intermediate stations are *Atlas*, with a railway-carriage factory, and *Rörstrand*, with the oldest porcelain-factory in Sweden, founded in 1727, the wares of which are curious in form and bright in colouring.

The château of **Karlberg**, situated about 2 M. to the N.W. of the Norrbro, erected by *Karl Karlsson Gyllenhjelm*, a natural son of Charles IX., at the beginning of the 17th cent., was converted into a military school in 1792. The beautiful public **Park* contains a monument to Major v. Döbeln, a Swedish officer who fell at Leipzig in 1813.

The N.E. side of the park is skirted by the Upsala railway, beyond which a road to the left leads to (1/4 hr.) **Solna Kyrka**, with a tower built of blocks of granite, supposed once to have been a heathen temple. The churchyard is the burial-place of Berzelius, the chemist (d. 1848), and several other eminent men. On the N.E. side of the church is the principal *Cemetery (Nya Kyrkogården)* of Stockholm, containing handsome monuments. To the E. are the entrance to the park of *Haga* (omnibus to Stockholm in the afternoon), the tramway-station *Nya Kyrkogården* (p. 277), and the steamboat-station of *Stallmästaregården*, at the W. entrance of the park of *Bellevue* (see below).

Haga and Ulriksdal. — Tramway as far as *Nya Kyrkogården*, the station opposite Haga (p. 277), fare 15 ö. — Also Omnibuses, 8-12 times daily, from the *Gustaf-Adolfs-Torg*, at the corner of the *Strömgata* (Pl. E, D, 4), to *Stallmästaregården* (fare 35 ö.), and from the *Adolf-Fredriks-Plan* (Pl. C, 1, 2) to *Stallmästaregården* and *Haga*.

Steam Launches (time-tables in the 'Saltsjö-Turer'). 1. From *Gustaf III.'s Statue* (Pl. E, F, 4) twice daily, past the S. side of the Djurgård and the *Wärta-Harbour* (see below), and through the *Lidingöbro* and the *Stocksund*, where they pass under the Stockholm and Rimbo railway (from the Östra Station), to *Ulriksdal* (1 1/4 hr., fare 70 ö.) and *Nytorp* (2 hrs., fare 70 ö.). — 2. From *Stallmästaregården* by Kräftriket to *Haga* (12 min., fare 20 ö.) and *Ulriksdals Allee* (27 min., fare 20 ö.) hourly. — 3. From *Stallmästaregården* to *Haga* (12 min., fare 25 ö.) and through the strait of Alkistan to *Ulriksdal* (40 min., fare 35 ö.), 7-9 times daily.

Railways (from the Central Station). A branch-line (8 Kil., in 25 min.; fares 40, 30, 20 ö.) runs to *Wärtahamnen*, the new harbour of Stockholm; intermediate stations *Karlberg* (see above), *Nortull*, *Stallmästaregården-Albano*, and *Uggleviksкällan*. Nortull lies to the S. of the park of Haga (see below); at *Albano* the line crosses the Stockholm and Rimbo railway

(p. 311). — Another line goes to *Jerfva*, which lies to the W. of Ulriksdal (see below).

CARRIAGE to Ulriksdal and back 6-8 kr.

The *Norrtullsgata* (comp. Pl. B, 1), the N. prolongation of the Drottninggata, beyond the Observatory (p. 290), leads to the inn of *Stallmästaregården*, an omnibus, steamboat, and railway station at the W. entrance of the royal park of *Bellevue*, and at the S. end of the bay of *Brunnsviken*.

Bearing to the left, we soon reach (6-8 min.) the entrance to the park of Haga, on the right, whence we reach the château in 1/4 hr. (near which is the pier of the steam-launches). The royal château of **Haga**, an unpretending and rather neglected building, with a charming park, on the W. bank of the pretty Brunnsvik, was built by Gustavus III. in 1786-88, and was his favourite residence. Higher up in the wood are the foundations of a much grander building begun by the same king, but never completed.

At the N. end of the Brunnsvik, about 2 M. from the Stallmästaregården, and 1 1/4 M. from Haga, lies *Nedre Jerfva* (a few hundred paces E. of rail. stat. *Jerfva*), usually known as *Ulriksdals Allée* (station of the steam-launches). A fine avenue, flanked with villas, leads hence to the N. in 1/4 hr. to the royal château of **Ulriksdal**, on the *Edsvik*. It was erected at the end of the 17th cent. by General Jacob de la Gardie, and afterwards came into the possession of Prince Ulrik, a son of Charles XI. In the park is *Ulriksdals-Kyrkan*, erected by Scholander in 1865 in the Dutch Renaissance style.

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*DROTTNINGHOLM. — STEAMBOAT (Kom., 'Stockholms Omgifningar' 7) 7 times daily in summer (Sun. and holidays 6 times), from *Gymnasii-Gränden*, near the S. end of Riddarholmen (Pl. D, 5; in 3/4 hr., fare 50 ö.). — CARRIAGE there and back 8 kr.; but the road is very muddy after rain, and very dusty in dry weather.

The steamer passes the *Långholm* on the left, to the S. of which is the *Reimersholm* with its large distillery. On the right *Marieberg* (p. 301); then the islands of *Lilla* and *Stora Essingen*. On the left the islet of *Ekensberg*; on the mainland the château of *Hägersten*; and on the bank *Klubben* and other villas. A little farther on, the Sigtuna and Upsala arm of Lake Mälaren diverges to the N.W. We steer between the *Kersö* on the right and the *Fogelö* on the left, and soon reach the palace, situated a few paces S. of the village of Drottningholm and the Kersö bridge. Good *Café* at the landing-place.

The ***Palace of Drottningholm**, situated on the *Lofö*, derives its name ('Queen's Island') from the queen of John III., who founded it at the end of the 16th cent.; but the present edifice was built nearly a century later by *Nicodemus Tessin*, by order of Hedvig Eleonora, widow of Charles X. Gustavus. The palace was afterwards adorned with pictures and other works of art by kings Adolphus Frederick, Gustavus III., and Oscar I. — King Oscar II. usually resides here in summer. Admission generally about midday (fee 1 kr., for a party 50 ö. each). Adjacent is a theatre, built by Gustavus III. The gardens, partly laid out in the old French style, are embellished with sculptures in bronze and marble by *Adr. de Vries* and his pupils. The **Park* affords delightful walks. One of the curiosities here, a little S.W. of the palace, is the *Chinese Pagoda* ('Kina Slott'), erected by Adolphus Frederick in 1770 as a surprise for his queen Lovisa Ulrika.

Mariefred and Gripsholm. — Steamer (Kom. 153) daily at 3.30 p.m., from the Mälarehamn (Pl. E, 5), in 3¾ hrs. (fare 1½ or 1 kr.), returning early next morning. Excursions usually on Thursdays (there and back in one day), but apt to be crowded.

The steamboat passes between the *Fogelö* and the mainland. Then, on the right, the island of *Kungshatt*, so named from a rock crowned with an iron hat, in memory of the tradition that Olaf Haraldsson, king of Norway, when pursued by the king of Sweden, sprang with his horse from this rock into the lake and escaped, leaving his hat behind him. We next enter a strait, 8 M. long, between the *Munsö* (right) and the mainland. On the latter is the château of *Sturehof*, and on the island the church of *Eckerö*. The island of *Kaggeholm*, with a château built by Field-Marshal Kagg, terminates the broader arm of the lake, which is connected by two narrow straits only with the *Södra Björkfjärden*. The lake expands here into a broad basin. A little to the N. is the *Björkö*, the ancient *Birka*, on which a granite cross was erected in 1834 in memory of St. Ansgar, who first preached Christianity here in 829. Farther N. is the *Adelsö*, and nearer lie the *Kurö* and the *Ridö*. On the left lies the mainland with the church of *Enhörna*, in front of which are several islets. We now steer to the S., and enter the *Gripsholms-Vik*, on the W. bank of which, not visible from the steamer, is *Räfsnäs*, where Gustavus Vasa received tidings of the death of his father Erik in the massacre of 1520 (p. 283). On the S. bank of the bay is the château of *Näsby*, and in a creek to the W. of it are seen the red houses and the church-tower of Mariefred, with the castle of Gripsholm.

Mariefred (*Stadskällare*, commended), a little town of 930 inhab., owes its origin to the monastery of 'Pax Mariæ' founded here at the end of the 15th cent. by *Sten Sture the Elder*. On a promontory to the S., rising proudly from an environment of dark foliage, is the —

***Castle of Gripsholm**, with its four towers mirrored in the Mälar. At the end of the 14th cent. this site was occupied by a castle of *Bo Jonsson Grip* ('the griffin', so named from the griffin in his armorial bearings), the all-powerful minister of King Albert. The present castle was built by *Gustavus Vasa* (1537), who at the same time suppressed the monastery. In 1563-67 Vasa's son *John*, who had been condemned to death by the Estates for rebellion, was kept a prisoner here by his brother *Erik XIV.*; but having deposed Erik in 1568, he kept him, after he had become insane, confined here from 1571 to 1573. At a later period Charles IX., when Duke of Södermanland, and lastly the merry king Gustavus III. resided here. The latter erected a theatre here, as in several other places, and caused some of his dramas to be performed in it for the first time. On 29th March, 1809, the unpopular *Gustavus IV. Adolphus* signed his abdication in this castle.

INTERIOR (always open; 'vaktmästare' 1 kr. or more). The finely panelled and richly decorated apartments contain old furniture, embroidery, and silver plate. — There is also a very extensive *COLLECTION OF PORTRAITS, 2000 in number, including those of *Gustavus Vasa* and his son *Erik XIV.*, painted by the latter; also those of *Gustavus III.* and a number of his contemporaries. — The so-called PRISON OF JOHN III. was afterwards the bedroom of Duke Charles of Södermanland; its decoration dates from the beginning of the 17th cent.: extensive view of the lake. — The small chamber called the PRISON OF ERIK XIV. was not built till after his time. In 1573 the unhappy Eric was removed from Gripsholm to Westerås, and thence in 1573 to Örbyhus, where he was poisoned by order of his brother in 1577 (comp. p. 323).

About $4^1/_2$ M. to the W. of Mariefred are the large cannon-foundry of *Åker* and the gunpowder-mills of *Räcksta*.

STRENGNÄS. — STEAMERS, about 4 daily, from the Mälarehamn (Pl. D, 5; Kom. 136, 138; 9 weekly) and from the Riddarholm (Kom. 139, 145, 150; 19 weekly), in $3^1/_2$-4 hrs.; fare $2^1/_2$ or $1^1/_2$ kr.

Beyond the Gripsholmsvik (p. 303) opens the broad bay of *Prestfjärden*, bounded on the W. by the *Selaö*, the largest island in Lake Mälaren. On the Selaö are the large estate and château of *Melsåker* and the church of *Ytter-Selö*. After having passed through the narrow strait between the Selaö and the mainland we observe on the right the small *Tynnelsö*, with an an old château, and then *Tosterö*, opposite the S. end of which lies —

Strengnäs *(Hotel)*, a town with 1700 inhab., half of which has been rebuilt since a fire in 1871. Strengnäs became an episcopal see in 1291, and in 1523 witnessed the election of Gustavus Vasa to the throne of Sweden. The handsome Gothic **Cathedral*, consecrated in 1291, has been repeatedly injured by fire and restored. The disproportionate thickness of the columns is accounted for by the fact that the walls were considerably lowered in 1551. Observe the monuments of Sten Sture the Elder (d. 1504), Charles IX. (d. 1609), his two wives, and his natural son Karlsson Gyllenhjelm (d. 1650; with the fetters worn by him when a captive in Poland), Admiral Stenbock (d. 1717 in captivity at Copenhagen), and several antiquities. — The old episcopal mansion built by Bishop Conrad Rogge, with picturesque gables and turrets, now a school-house, contains the room in which the election of Gustavus Vasa took place. The *Episcopal Library* contains valuable collections, MSS., and coins.

VAXHOLM
ANKRIKE FJÄRDEN
ORMINGE LANDET
FARSTA LANDET
BAGGENS
FJÄRDEN

Of Excursions on the Baltic, on the E. side of Stockholm, several are more picturesque than those on Lake Mälaren, though historically less interesting.

Waxholm. — Steamboats, about 15 daily (Kom., 'Stockholms Omgifningar' 39-46), from the *Logårdstrappa* (Pl. E, 4), from *Karl den Tolftes Torg* (Pl. E, 3, 4) and from *Blasieholmshamnen* (in $1^1/_2$-2 hrs.; fare 50-75 ö.).

The steamer passes the Djurgård and then steers N.E., past the entrance to the bay of *Lilla Wärtan* and the *Lidingö*, into which runs the long *Hustega Fjärd*, making the N. part of the Lidingö look like a separate island. On our right lies the mainland. Farther on we enter a broader basin. On the left lies the *Askrike Fjärd*. The steamer then threads its way between rocky islands until it stops beneath the guns of the fortress.

The rocky island of **Waxholm** (**Hotel*) lies about 12 M. to the N.E. of Stockholm. The little fishing-town, with 2000 inhab. and many country-houses, is frequented for sea-bathing. On a rocky islet between the Waxholm and the *Rindö* rises the *Fortress of Waxholm*, founded by Gustavus Vasa and lately strengthened. On the E. end of the Rindö is the fortress of *Oskar-Fredriksborg*, partly hewn in the solid rock. These two strongholds command the only approach to Stockholm navigable for large vessels. Opposite Oskar-Fredriksborg is the *Fredriksborg*, a picturesque ruined tower on the *Wermdö*.

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*Gustafsberg. — Steamboat (Kom., 'Stockholms Omgifningar', 52, 6 times daily, from 'Gustaf III's Staty' (Pl. E, F, 4), in $1^1/_2$-2 hrs. (fare 75 ö.). Beautiful voyage through the labyrinth of the Skärgård, enlivened with villas.

The steamer steers down the fjord, opposite the S. end of the *Lidingö* turns sharply to the right, passes the projecting cliff of *Kungshamn*, and enters the narrow **Skurusund*, at the S. end of which lies *Dufnäs* (8 Kil. from the S. end of Södermalm by road). The strait expands. The steamer then turns to the E. and soon passes through the narrow strait of *Södra Stäket* into the *Baggens-Fjärd*, named after Jacob Bagge (d. 1577), a Swedish naval hero. At the head of the *Farstavik*, a bay of the Fjärd, we reach —

Gustafsberg (*Hotel*, a large white house at the head of the bay), where the important porcelain-factory is the chief object of interest. Its specialties are Parian and biscuit china and fayence with pale ornamentation (visitors admitted).

Steamers also ply twice daily from Stockholm (Kom., 'Stockholms Omgifningar', 54; starting from the Blasieholmshamn) to the picturesque and favourite watering-place Dalarö, with an inn and many villas, situated on the Baggens-Fjärd, about $12^1/_2$ M. to the S. of Gustafsberg.

Steamers ply occasionally from Dalarö to *Gålö*, *Ornö*, *Muskö*, with its harbour *Elfsnabben*, where Gustavus Adolphus embarked for Germany in 1630, and *Utö*, with its iron-mines.

Steamer from Stockholm (Kom., 'Stock. Omgifn.' 55) daily to *Stafsnäs* and *Sandhamn*, on the outer fringe of the Skärgård.

49. From Stockholm to Upsala.

Upsala is best visited from Stockholm. Pleasant to go by steamer and return by rail. Travellers on their way to Östersund and Trondhjem (R. 55) may visit Upsala in passing. The excursions from Upsala to Gefle, Falun, etc., hardly repay the tourist.

66 Kil. Railway in 1½-2½ hrs. (express fares 5 kr. 65 ö., 4 kr.; ordinary, 4 kr. 65, 3 kr. 50, 2 kr. 35 ö; return-tickets, available for two days, 6 kr. 95, 5 kr. 20, 3 kr. 50 ö.).

The train starts from the Central Station (p. 274), skirts the Rörstrandsvik, and passes Rörstrand on the right, and Karlsberg, 2 Kil. to the left. The line to Wärtahamnen (p. 301) diverges to the right, and the line to Westerås to the left (R. 51). To the right is the church of *Solna*. — 7 Kil. *Jerfva*, 20 min. from the château of Ulriksdal (p. 302). Farther on we observe *Edsberg* on the right, at the N. end of the *Edsvik*, and *Sollentunaholm* on the *Norrvik* (with the church of Sollentuna to the left). 19 Kil. *Rotebro;* 24 Kil. *Wäsby.*

32 Kil. *Rosersberg*, the station for the *Château of Rosersberg *(Rosersbergs Slott)*, with its beautiful park, 1½ M. to the W., on a bay of Lake Mälaren, and not visible from the train. The château contains a number of pictures and sculptures and a library of 7000 vols., a catalogue of which was written by Charles XIII. himself. Pleasant excursion from Stockholm to Rosersberg by the Sigtuna steamer (see below; the Upsala steamer does not touch here).

37 Kil. *Märsta*, whence a road leads E. to *Sigtuna* (8 Kil.; it turns to the left after 3 Kil. and afterwards crosses the *Garnsvik;* Sigtuna, see p. 307). 49 Kil. *Knifsta;* 59 Kil. *Bergsbrunna.* We now obtain a fine view of the plain of Upsala *(Upsala-Slätten)*, the cradle of Swedish culture, with the churches of *Danmark* and *Waksala.*

From *Danmark*, 1½ M. to the E. of Bergsbrunna, we may walk in ½ hr. to *Hammarby*, with the country-house of *Linnæus*, in which he died in 1778, containing a small memorial museum. — Near Hammarby are the celebrated *Mora Stones* (*'Morastenar'*). The ten stones now remaining are enclosed in a stone building erected in 1770. It was here that the newly elected kings swore to observe the laws of the country, and they then received an oath of allegiance from the *'lagmän'*, or judges, in the name of the people, who prayed that God might grant the king a long life, with the reservation, 'if he be a good king'. After each ceremony of the kind the name of the king was inscribed on one of the stones.

The train crosses the *Säfjaå*, an affluent of the *Fyriså*, and soon enters the large station of (66 Kil.) **Upsala** (p. 308).

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90 Kil. Steamboat (Kom. 131, 132) on the Mälar 9 times weekly in 6 hrs., starting from Riddarholmen (Pl. D, 5; fare 2 or 1 kr. 25 ö.). Another boat, leaving the Mälarehamn (Pl. D, 5), plies to *Sigtuna* (3 hrs.; 1½ or 1 kr.) and *Örsundsbro.*

Though much longer, the voyage to Upsala by steamer is more interesting than the railway journey. The first part of it has already been described (p. 302). We steer to the right into an arm of the Mälar which separates the *Kersö* from the mainland. By the *Nockeby Bridge* we see the palace of Drottningholm on the left

(p. 302). This arm of the lake resembles a river, the left bank of which is formed by the *Lofö* further on. On the right, opposite the N. end of the latter, lies the estate of *Hesselby.* After steering through a group of islands, we enter another broader expanse. On the left is the island of *Svartsjö*, with a dilapidated château, once a monastery. On the right lies the estate of *Riddarsvik* on the mainland. To the left opens the *Näsfjärd.* We now steer N. into a part of the lake called *Görväln*, where, on the right, lies the estate of *Görväln*, and on the left that of *Lennartsnäs.*

About 2 hrs. from Stockholm we reach the narrow strait of *Stäket*, an island in which, called *Almăre-Stäk*, contains fragments of the ancient castle of that name, which was taken by Sten Sture the Younger from the rebellious Bishop Gustaf Trolle of Upsala and destroyed in 1517.

Farther on we pass the island of *Munkholm* on the left, beyond which is the entrance to an arm of the lake called *Skarfven.* On the right lies the estate of *Runsa.* In a bay to the right, but not visible from the steamer, is the château of *Rosersberg* (p. 305), at which the Sigtuna steamer only calls.

In a bay to the right we observe the picturesque château of *Steninge*, once the property of Marshal Fersen, who was murdered by the populace at Stockholm in 1812. The park contains a monument to his memory. We now enter the *Sigtuna-Fjärd*, in which, to the right, at the entrance to the long *Garnsvik*, a creek running inland to the N., lies —

Sigtuna (no hotel), prettily situated, once one of the largest and finest towns in Sweden, but now containing 550 inhab. only. It was founded at the beginning of the 11th cent. by King Olaf Erikson, and was destroyed by the Esthonians in 1187. The ruins of the churches of *St. Peter*, *St. Lawrence*, *St. Olaf*, and *St. Nicholas* bear witness to the ancient importance of the place. — To Märsta, 11 Kil., see p. 306.

Our vessel steers N.W. through the narrow arm of the lake, which expands at places. On the left is *Signildsberg*, the site of a still more ancient town of Sigtuna *(För-Sigtuna* or *Forn-Sigtuna)*, the scene of the saga of Hagbart and Signe. On the same bank lies *Håtunaholm*, with the church of *Håtuna*, where dukes Erik and Waldemar took their brother King Birger prisoner in 1306 and compelled him to grant them extensive privileges. A few years later Birger revenged himself by inviting them to Nyköping, where he caused them to be thrown into prison and starved to death, an act of barbarity which cost him his throne.

Beyond the *Erikssund*, the lake expands into the *Skofjärd*, on the left side of which rises the —

Skokloster (properly *Skogkloster*, 'forest monastery'; station), a large château, square in form, enclosing a court in the interior, with four towers at the corners roofed with copper. It occupies the site of a Dominican, afterwards Cistercian, monastery, suppressed by Gustavus Vasa, and presented by Gustavus Adolphus to Marshal Herman Wrangel, whose son Charles Gustavus Wrangel erected the château in the style of that of Aschaffenburg in Germany and filled it with treasures captured during the Thirty Years' War. After his death it passed into the possession of Count Brahe, his son-in-law, to whose family it still belongs.

The INTERIOR, still unfinished, forms a kind of museum of art and antiquities. The handsome VESTIBULE is borne by eight Ionic columns of white marble, presented by Queen Christina. The KUNGSSAL has a richly decorated stucco ceiling. The staircases and vestibules are embellished with numerous portraits, pictures by *Ehrenstrahl* and others, and rich tapestry. — The LIBRARY contains 30,000 vols. and many MSS. — Observe also the ARMOURY with 1200 guns of various kinds; also swords, daggers, and bows, the sword of Ziska, the famous Hussite leader, the sword used by the executioner at the 'Blood-bath of Linköping' (p. 269), and the shield of Emp. Charles V., attributed to *Benvenuto Cellini*, and captured at Prague in 1648.

The Gothic *Skokyrka*, formerly the church of the monastery, was restored in the 17th cent. by Marshal Herman Wrangel, whose burial-vault it contains. [We may row from Skokloster in about an hour to *Alsike*, and drive thence to (7 Kil.) Knifsta railway-station (p. 306).]

Beyond Skokloster we steer through the *Stafsund* into the *Ekoln*. On the right are the church of *Alsike* and the estate of *Krusenberg*. Then, on the left, the churches of *Åker*, *Dalby*, and *Näs*. At the N.E. end of the Ekoln, at the mouth of the small *Fyriså*, lie *Kungshamn*, where the kings of Upsala once kept their fleet, and *Flötsund*. The steamer ascends the Fyriså to Upsala in about 1/2 hr. more. On the left, nearly halfway up, is the agricultural school of *Ultuna*. Of Upsala we see nothing till quite close to the town.

Upsala. — RAILWAY STATION on the E. side of the town (Pl. D, E, 3, 4). STEAMBOATS stop opposite the *Strömparterre* (Pl, D, 4, 5).

Hotels. HÔTEL SVEA, JERNVÄGS-HOTEL (Pl. 10; D, 4), GEFLE, all in Kungsgatan, near the railway-station. *ST. ERIK, Bangårdsgatan (Pl. D, 4). *STADS-HOTEL, Drottninggatan (Pl. C, 4), with good café-restaurant.

Restaurants. *Upsala Gille*, *Phœnix*, both in Westra Ågatan; in summer **Vauxhall* (Pl. D, 3; known as '*Rullan*'), by the station, and **Strömparterre* (Pl. D, 4, 5), called by the students 'Flustret' ('hole of a beehive') or 'Stora Förderfvet' ('great ruination'), with music in the evening.

Booksellers. *Akademiska Bokhandeln*, Dombro; *Lundeqvistska Bokhandeln*, Drottninggatan and Östra Ågatan.

Cab (*Åkare*) from the station or the pier into the town for 1 pers. 50, for 2 pers. 75 ö.

Upsala ('the lofty halls'), a famous university-town, and residence of the archbishop, the 'landshöfding', and other officials, with 21,200 inhab., lies in a fertile plain on both banks of the *Fyriså*, which is crossed by five bridges. The modern part of the town lies on the flat E. bank, while the older quarters are on the sloping W. bank. The extension of the town is projected (see Plan). Upsala was formerly called *Östra-Aros* (p. 316), and formed the commercial town and harbour of the kings of Sweden when they resided at Gamla Upsala. In 1276 the archiepiscopal see, founded a century earlier, was transferred from Gamla Upsala to the present town, while the kings chose Stockholm as their residence. Like Trondhjem in Norway, Upsala is the historical centre of Sweden. It was also once the great stronghold of paganism, memorials of which abound in the tombs and monuments around it; and it was here that Christianity encountered the stoutest opposition. The chief modern centre of attraction is the university.

The ***Cathedral** (Pl. C, 3), situated on a height rising above the Fyrisâ, erected in 1260-1435, consists of a nave, aisles flanked with chapels, a transept, a choir, and a retro-choir. In its plan and its strict Gothic style the church resembles the French cathedrals, its architect having been *Etienne de Bonneuil*, one of the assistant-builders of Notre Dame at Paris, who was doubtless employed through the influence of Swedish students at the university of Paris. The contract was concluded at Paris on 8th Sept. 1287. The restoration of the edifice, towards which government and private individuals have contributed about 1 million kr., is completed externally.

The Interior ('klockåre' at the adjoining 'Domtrapphus'; fee $^1/_2$-1 kr.), 120 yds. long, 45 yds. broad, and 108 ft. high, rests on 24 pillars. Some of the valuables have been removed on account of the restoration: the pulpit, designed by *Tessin*, the large organ, the altar (by *Burchard Precht* of Rome, 1731), and the candelabra (*ljuskronor*), one of which, in silver, weighs $52^1/_2$ lbs. To the N. of the altar is the silver-gilt sarcophagus of *King Erik IX.*, the patron-saint of Sweden, who was killed here in 1160 by the Danes.

The Chapels of the Ambulatory, as well as those of the aisles, have been fitted up as burial-chapels since the Reformation. The capitals of the columns should be noticed. At the back of the choir is the *Burial Chapel of Gustavus Vasa ('Gustavianska Koret'; d. 1560), with modern stained glass by *Way*, containing the king's recumbent figure, between those of *Catherine of Lauenburg* and *Margaretha Lejonhufvud*, his first two wives, and also the separate tomb of his third wife, *Karin Stenbock*. On the walls are two large and five small frescoes by *Sandberg* (1837), depicting scenes from Vasa's life, and the words of his last address to the Estates in 1560. — The Chapel of Katarina Jagellonica contains the marble *Monument of John III.* (d. 1592), which was executed in Italy, but wrecked on the voyage from Leghorn to Sweden, and taken to Dantsic, where it remained till reclaimed by Gustavus III. in 1785. — The other chapels around the choir belong to the illustrious families of *Sture*, *Brahe*, *Horn*, *Oxenstjerna*, *Lejonhufvud*, and *De Geer*. — The monument of *Linnaeus*, in the *Banér Chapel*, in the N. aisle, consists of a pyramid of porphyry, with a bronze medallion by Sergel, and the inscription: '*Carolo a Linné Botanicorum Principi Amici et Discipuli, 1798*'.

The Sacristy contains curiosities and precious relics, gold and silver vessels, vestments, etc.

We now walk round the outside of the church to see the choir and the grand side-portals. To the N. of the cathedral is the *Eriks Källa* (Pl. 25), or Spring of St. Erik, which bursts forth on the spot where the saint was killed.

To the W. of the cathedral rises the new **University Building** (Pl. 31; D, 3, 4), erected in 1877-86. In the vestibule are Juno and the young Hercules by *Byström*. The University, founded by

Sten Sture the Elder in 1477, and richly endowed by Gustavus Adolphus, has over 50 professors, as many lecturers and tutors, and about 1800 students.

Each student is bound to attach himself to one of the thirteen 'nations', each of which, like the colleges of Oxford and Cambridge, has its own buildings, presided over by curators, inspectors, and a committee of management. The members are divided into seniores, juniores, and recentiores. Duelling, to which severe penalties were attached by a law of 1682, is now unknown. One of the chief 'national' recreations is quartett-singing.

To the S. of the cathedral is the *Trefaldighets-Kyrka* (Pl. 30; B, C, 4), or *Bondkyrka* ('church of the Trinity', or 'of the peasants'), older than the cathedral, but uninteresting. Farther on is a promenade called *Odins Lund* (Pl. 21; B, 4), with an obelisk in memory of Gustavus Adolphus. Beyond it we reach the —

Carolina Rediviva (Pl. 2; B, 4), a handsome building (with fine view from the steps) completed in 1841, containing the **Library** of the university. (Admission in term-time on week-days, 10.30 to 1.30; in vacation, 1st June to 15th Sept., on Tues. and Frid., 11-1; on other week-days usually at the same hours on application to the librarian or an 'amanuensis'.)

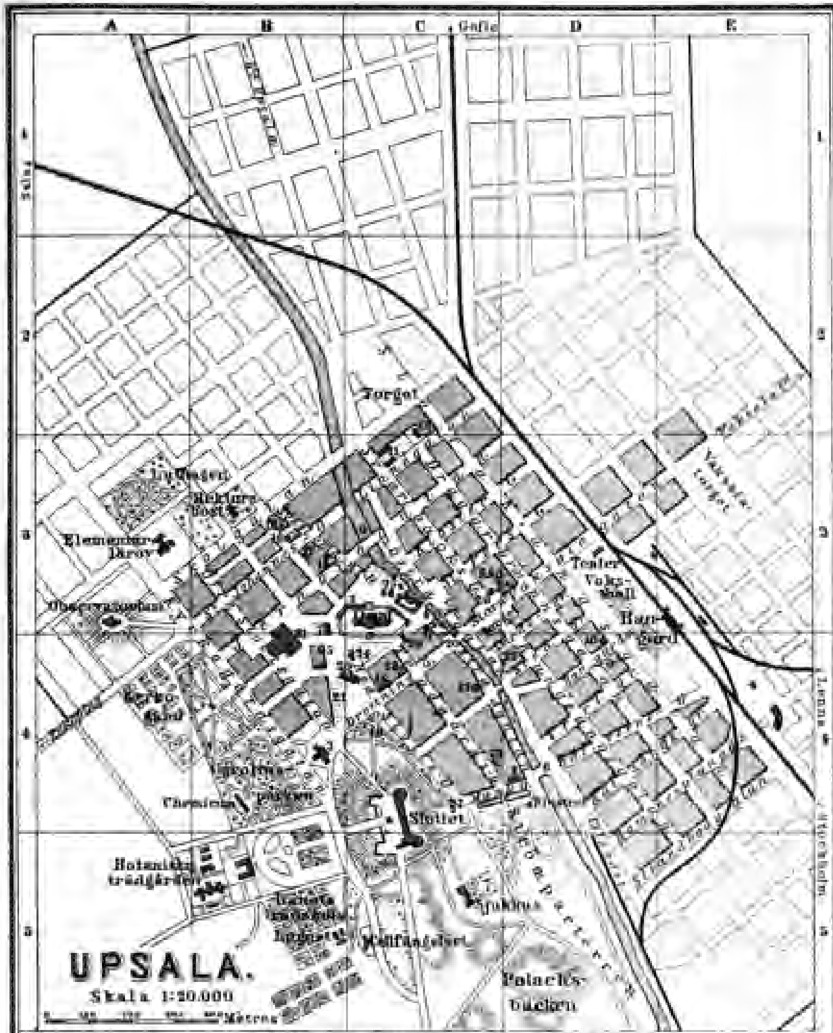
The Library contains over 230,000 printed books and 7000 MSS. Its chief treasure is the famous **Codex Argenteus*, a translation of the four Gospels into Mœso-Gothik by *Bishop Ulphilas*, dating from the second half of the 14th century, written on 187 leaves of parchment in gold and silver letters on a reddish ground. This precious MS., captured at Prague in 1648, was presented by Queen Christina to Vossius, her librarian, and was purchased from him for 400 crowns by De la Gardie, the chancellor of the university. It is to this work of Ulphilas that we are almost exclusively indebted for our knowledge of the ancient Gothic language, which stands nearly in the same relation to the Germanic languages as Sanskrit to the whole Aryan family.

In the *Carolina Park* (Pl. B, 4) are a *Monument of Charles XIV. John*, by Fogelberg, and numerous Runic stones. To the S.W. of the park rises the *Chemical Laboratory* (Pl. B, 4), with the *Physical Cabinet*.

Farther to the S.W. is the *Botanic Garden* (Pl. A, 5), always open to the public. The lecture-room contains a marble *Statue of Linnæus* by Byström. The celebrated botanist resided at No. 27 Svartbäcksgatan (Pl. 11; C, 3), and in summer at *Hammarby* (p. 306).

On a hill on the S. side of the town rises the large but only half-finished **Slott** (Pl. C, 4), a castle founded by Gustavus Vasa in 1548. The pulpit of the cathedral has been temporarily placed here (p. 309). In front of it is a bust of Vasa by Fogelberg. In this castle Erik XIV. caused the ill-fated Count Sture to be murdered, and it was here that Queen Christina abdicated. Fine **View* from the castle, to the N. of which Gamla Upsala is visible. — Farther S. are the *Hospital (Sjukhus)* and the grounds of the *Strömparterre*. The *Polacksbacke* is another good point of view (comp. Pl. C, D, 5).

Among the other university-buildings are the *Gustavianum* (Pl. 7; B, 3), with zoological and other collections; the *Observatory*


A
B
C
D
E
Gefle
Torget
Vaksala torget
Slottet
Sjukhus
Botaniska trädgården
Chemicum
Polacks-backen
UPSALA.
Skala 1:20.000
Mètres

1 *Anatomicum* D.4.
2 *Carolina Rediviva* B.4.
3 *Consistorium* C.3.
4 *Dombron* C.3.
5 *Erkebiskopshuset* B.4.
6 *Gillet* C.3.
7 *Gustavianum* B.3.
8 *Islandsbron* D.4.
9 *Järnbron* C.3.
10 *Jernvägshotel* D.4.
11 *Linnés förd. botaniska trädgård* C.3.

Nations husen:
12 *Göteborgs* B.3.
13 *Östgöta* C.2.
14 *Smålands* B.3.
15 *Stockholms* C.3.
16 *Uplands* B.3.
17 *Vestgöta* C.4.
18 *Vestm. o Dala* B.3.
19 *Nod. Slottspark* C.4.
20 *Nybron* C.4.
21 *Odinslund* B.4.

22 *Posthuset* D.4.
23 *Regnellianum* C.3.
24 *Seminarium* C.4.
25 *Sᵗ Eriks källa* C.3.
26 *Skytteanum* C.4.
27 *Slottskällan* C.4.
28 *Stadshus* C.4.
29 *Telegrafen* C.3.
30 *Trefald. kyrkan* B.C.4.
31 *Nya Universitetshuset* B.3.4.

Gamla staden — Nya stadsdelar

WISBY.
1:15,000
Metres
Strand Rotan
Norder Rotan
St Hans Rotan
Klinte Rotan
ÖSTER SJÖN
Tornet Cames
Jungfrutornet
Norra Stads-porten
Tornet Silfverhättan
Lilla Strandporten
Gamla Hamn
Stora Strandporten
Yttre Hamnen
Inre Hamnen
St. Maria
Södra Torget
Tornet Caesar
Södra Stadsporten
Österstadsporten
Kruthus
Solberga Kloster
Wisby Jernvägs-Stationshus
Södra Byrummet
A B C D
1 2 3 4 5

1. Biskopshuset	C.2.	9. Gotlands Bank	C.3.	17. St. Lars	C.3.
2. Cellfängelset	A.4.	10. Kasern	C.3.	St. Maria	D.2.
3. Elementar Läroverket	C.3.	11. St. Clemens	C.2.	18.	
4. Fattighuset	C.3.	12. St. Drotten	C.2.	19. St. Nicolaus	D.2.
5. Försäkhuset	C.3.	13. St. Gertrud	D.2.	20. St. Olof	C.2.
6. Frimurare Logen	D.2.	14. St. Hans	C.4.	21. Landshöfdingresidenset	B.4.
7. Gotlands Fornsal	C.2.	15. Helge Andskyrkan	D.2.	22. Rådhuset	C.3.
8. Hospital	D.2.	16. St. Katarina	C.3.	23. Tullhuset	B.4.

Geograph. Anstalt von Wagner & Debes, Leipzig

(Pl. A, 3); the *Regnelleanum* (Pl. 23; C, 4); the *Anatomy Building* (Pl. 1; D, 4); the *Collection of Coins and Northern Antiquities* ('Nordiska Fornsaker'), St. Larsgatan 2.

The Cemetery (Pl. A, 4) contains monuments of many eminent men, including that of *Geijer* (d. 1847), the historian and poet. Observe also the monuments of the students' 'nations'.

The most interesting spot near Upsala is **Gamla Upsala**, 3½ M. to the N.E., the first station on the Gefle railway (see below). On foot or by carriage (with one horse 2, with two horses 4 kr.) we follow the Gefle road for ½ M., and then take the road to the right, parallel with the railway. Gamla Upsala was the seat of the early pagan kings of Sweden. The site of its famous temple is said to be marked by the rude church of the present village. Adjacent are the three *Kungshögar*, or Tumuli of the Kings, named after the Scandinavian gods, *Thor*, *Odin*, and *Freyr*, each about 58 ft. high and 225 ft. in diameter. The hill farthest to the E. (the *Odin Hill*) was opened in 1846-47, and under the sand, embedded in gravel, were found an urn, 7 in. high and 9 in. in diameter, containing calcined bones, and other objects now preserved in the Museum at Stockholm (ground-floor, Room III.). The urn was left where it was found. The Freyr hill was opened in 1874 and found to be constructed on a similar plan. Near these hills is the *Tingshög* ('assize hill'), 32 ft. in height, from which the kings down to Gustavus Vasa used to address their subjects.

From Upsala to Norrtelje (81 Kil., railway in 4 hrs.). Intermediate stations unimportant. 21 Kil. *Lenna;* 41 Kil. *Knutby;* 50 Kil. *Rimbo*, see below. 81 Kil. **Norrtelje** *(Stads-Hotel)*, a busy little trading town with 2300 inhab., lies in a pretty district at the W. end of the bay of *Norrtelgevik*, on the Baltic. In summer it is a favourite watering-place.

From Stockholm to Rimbo, 56 Kil., railway in 3 hrs., from the *Östra Station* (p. 274). The train passes *Albano*, (2 Kil.) the 'experimental field' of the Agricultural Academy, and (5 Kil.) crosses the *Stocksund* (p. 301). 23 Kil. *Wallentuna* (Rail. Rest.). 56 Kil. *Rimbo* (see above), whence the journey to Norrtelje takes 4 hrs. more.

50. The Island of Gotland.

Steamboat from Stockholm to Wisby 9 times weekly in 12-13 hrs. (Kom. 53, 56, 71), starting from the Riddarholm, the Rantmästaretrappa, and the Blasieholm.

The **Island of Gotland** *(Gutaland)*, the largest in the Baltic, about 70 Engl. M. in length and 20-35 M. in breadth, lies about 60 M. from the mainland of Sweden and 37 M. from the island of Öland. It consists of a single plateau of limestone rock of the Silurian formation (overlaid with sandstone at the S. end), rising to a height of 70-100 ft., and ending abruptly on the sea-board in cliffs, here known as *Klint*. From this plateau rise a few isolated hills, as the *Thorsburg* (225 ft.) and the *Hoburg* (120 ft.). The islands of *Stora* and *Lilla Karlsö*, to the S.W. of *Klintehamn* (p. 315), are 190 ft. and 210 ft. high respectively. In every part of Gotland occur large boulders of gneiss, granite, and porphyry *(gråstenar, vräkstenar,* or *rullstenar)*, deposited by ice when the island lay under water. There are no valleys or brooks in the island worthy of mention, but a large part of its surface is covered with swamps *(myrar* or *träsk)*, from which peat is dug (jestingly called the 'gold-mines of Gotland'). The largest of these is the *Lummelunds-Träsk*. The few scanty streams in the island are lost in the thirsty limestone soil, or in summer dry up altogether. Here and there, however, a spring wells forth from one of the 'landborgar' in sufficient volume to turn a mill-wheel. The limestone rocks are pierced with numerous grottoes. The greater part of the island is fertile and well cultivated. The climate is mild, trees flourish, and the venerable walls of Wisby are luxuriantly clothed wlth ivy. The population (52,000) is chiefly engaged in agriculture and cattle-breeding. The horses (here called 'russ') and sheep of Gotland, both highly prized, are allowed to run wild in summer. Quarrying and lime-burning are among the other resources of the island.

The History of Gotland is inseparable from that of Wisby, its capital, the ancient 'place of sacrifice' (from *vi*, 'victim'), situated at the foot of the *Klint*, on the N.W. coast. The town owed its early prosperity as the great emporium of the Baltic to its convenient position on the great route established in the 12th cent. between Asia, Novgorod in Russia, and the Baltic. Wisby afterwards became a factory of the *Hanseatic League*, and shared its decline. All the principal nations of Europe had their representatives here, but the Germans preponderated, half of the council and one of the two superior magistrates being Germans. The international importance of the place is further apparent from the fact that its chief churches were erected by several of the rival nations. — The famous maritime *Code of Wisby*, a compilation from Netherlandish and Romanic sources, and written in low German, is called the 'Waterrecht, dat de Kooplüde und de Schippers gemaket hebben to Wisby'.

The wealth of the town in its palmy days was proverbial: —

'Guld väga de Gutar på lispundvåg
Och spela med ädlaste stenar.
Svinen äta ur silfvertråg
Och hustrurna spinna på guld-tenar'.

(Old Ballad).

(The Gotlanders weigh their gold with twenty-pound weights and play with the choicest jewels. The pigs eat out of silver troughs, and the women spin with golden distaffs.)

Having become involved in the wars between Sweden and Denmark, Wisby was attacked by Waldemar III. of Denmark in 1361. He landed at Eista-Socken, to the S. of the town, and outside the gates defeated the inhabitants, of whom 1800 fell. He then plundered the place, which never recovered from the blow, especially as the Oriental trade was afterwards diverted to S. Europe. For a time the island was in the possession of the Teutonic Order, but it seems always to have formed a refuge for adventurers and marauders of all kinds, including the 'Vitalienbrüder', Erik XIII., the deposed king of Sweden, Ivar Axelson, and particularly Severin Norby, the Danish admiral. At length it was finally reunited to its mother-country by the Peace of Brömsebro in 1645.

Wisby (*Stads-Hotel*, Strandgatan, Pl. B, C, 3, with restaurant and café; *Smedman's Hotel*, Hästgatan, Pl. C, 3, and *Gästgifvaregård*, St. Hansgatan, Pl. B, 4, are hôtels garnis; *Baths* of the *Nya Badhusbolag*, to the S. of the harbour), which now contains 6700 inhab., or about one-third of its population in the days of its mediæval prosperity, lies picturesquely partly at the base of and partly upon the *Klint*, a cliff 100 ft. in height, and now occupies less than half of the area enclosed by its walls. The unused space is covered with gardens, amidst which stand the imposing and carefully preserved ruined churches, while the town is still enclosed by its ancient walls. Both from sea and land the town presents a grand appearance.

Wisby is divided into four *rotar* or quarters, indicated on the Plan by different shading. *St. Hans-Rotan*, the oldest part of the town, contained most of the churches; *Strand-Rotan* adjoins the old harbour, now filled up and covered with gardens; *Norder-Rotan*, the northern quarter, contains the churches of SS. Clement and Nicholas; and *Klint-Rotan* forms an upper quarter, between the lower parts and the eastern wall.

The new *Inner Harbour* (*Inre Hamnen*; Pl. A, B, 4) affords little protection to shipping, while the *Outer Harbour (Yttre Hamnen)* is formed by a breakwater *(vågbrytare)* on the W. side. To the N. of the harbour, between the town and the coast, extend pleasant promenades (with the 'Paviljong' restaurant). Near the tower of *Silfverhättan* (Cl. B, C, 2), usually called *Mynttornet*, is a café.

The *Town Walls, erected at the close of the 13th cent. on the site of still earlier walls, form the most striking feature of Wisby. From the *Jungfrutorn* ('maiden's tower'; Pl. C, 1) where, according to tradition, a treacherous maid of Wisby, who was in league with Waldemar, was built into the wall as a punishment, and the *Kames Tower* (Pl. C, D, 1) on the coast, at the N. end of the town, the walls ascend the Klint towards the S.E., cross the hill to the S. gate at the S.E. angle of the town (Pl. C, 5), and descend to the old castle of *Wisborg* (Pl. A, 4) and the harbour at the S.W. end of the town. On the land-side the walls are about 2400 yds. in length, and on the side next the sea about 1980 yds. From the walls, at equal distances, and in several stories, rise a number of large *Towers (Högtornen)* 60-70 ft. in height, provided with embrasures, and resting on the ground, while between them a series of bartizans *(Hängtornen*, or *Sadeltornen)* stand on the wall itself, being supported by corbels outside. Between these towers, and under the roof with which the wall is covered, formerly ran passages for the use of the sentinels, resting on beams, the holes for which are still traceable. Of the 48 'high towers' 38 are still in good preservation, but the bartizans have almost all disappeared. Outside the walls the old moat is still traceable, and on the N. side there are two parallel moats.

Wisby once possessed fifteen Churches. Three have disappeared, eleven are in ruins (the custodian of the keys lives near St. Nicholas), and one only is still used. This is the *Cathedral of St. Mary* (Pl. D, 2), at the foot of the Klint, once the German church, erected in 1190-1225, but afterwards much altered. A large tower rises at the W. end, and two slender ones at the E. end. The hill behind the church commands an extensive *View of the town and its ruins.

To the W. of the cathedral are the 'sister churches' of *St. Drotten* (Pl. 12) and *St. Lars* (Pl. 17), of the 12th cent., with huge towers once probably used for defensive purposes. To the S. is **St. Catharine's* (Pl. 16), the church of the Franciscans, erected about 1230, an elegant Gothic edifice, of which twelve slender pillars and some of the ribs of the vaulting are still standing. The *Helge-Andeskyrka*, or Church of the Holy Ghost (Pl. 15), built in the Romanesque style about 1250, consists of two stories, with one choir in common. To the W. rises the Romanesque church of *St. Clement* (Pl. 11), with a fine S. portal.

Perhaps the most interesting of the ruined churches is that of **St. Nicholas* (Pl. 19; D, 2), partly in the Romanesque, partly in the Gothic style, probably built after the middle of the 13th century. In the handsome façade are two rose-windows, in the middle of each of which, says tradition, there once sparkled a brilliant carbuncle. These gems were carried off by Waldemar, but his ship was wrecked, and they are said still to illumine the depths of the sea near the Karlsöar. The interior is very picturesque. It is well worth while to ascend to the curiously overgrown roof (fine view). The churches of *St. Gertrude* (Pl. 13), *St. Olof* (Pl. 20), and *St. Hans* (Pl. 14) are insignificant.

A most interesting walk may now be taken through the N. gate to the church of *St. Göran* (see Plan, to the right of D, 1) and the *Galgebacke*, the finest point in the environs, where we enjoy a splendid *View of the town and its walls.

In the *Korsbetning* (Pl. D, 5), 5 min. from the S.E. gate, rises a curious old monolithic *Cross*, 9 ft. high, with a Latin inscription, marking the burial-place of the Gotlanders who fell in the battle of 27th July, 1361.

Excursions. Pleasant drive or sail of 1 hr. to the promontory of **Högklint* (150 ft.), to the S. of Wisby. Walkers follow the highroad from the S. gate (Pl. C, 5), take the first turning to the right beyond the stone erected in memory of the visit of Oscar II., and soon reach the *Villa Fridhem*, the property of Princess Eugenie, sister of King Oscar II., with grounds open to the public. The Högklint affords a fine view, particularly in the direction of Wisby. Steps ascend on the W. side of the rock to a small pasture *(Getsvältan)* and a cavern.

Gotland possesses a narrow-gauge Railway, opened in 1879: from Wisby to *Hemse*, 55 Kil., in 3 hrs. (fares 3 kr. 30, 2 kr. 20 ö.). The station at Wisby is on the S. side of the town (Pl. B, 5). — 13 Kil. *Bardlingbo;* 21 Kil. *Roma*, with an old Cistercian convent, partly rebuilt in later centuries; 27 Kil. *Bjerges;* 32 Kil. *Butle;* 40 Kil. *Etelhem;* 46 Kil. *Stånga*, with an interesting old church; 55 Kil. *Hemse.*

A Drive round the Island is more interesting than a trip by the railway. We first go to the N., passing the church and grotto of *Lummelund*, to *Fårösund*, the station of the French and English fleets during the war with Russia in 1855. Then follow the E. coast to *Rute*; *Slite*, near which are *Kyllej* and the curious rocks called the *Stenjättar*, or Stone Giants; *Thorsburg*, with an interesting round intrenchment, 1600 yds. in circumference; *Ronehamn*, to the E. of rail. stat. Hemse; and *Hoburgs Refsudden*, the S. end of the island. The S. part of the island is treeless, but the curious promontory of *Hoburg*, near *Refsudden*, with its lighthouse and cavern ('Hoburgsgubbens Sängkammäre', bedroom of the old man of Hoburg) will repay a visit. From Refsudden we return to Wisby by *Klintehamn*, a village on the coast, 30 Kil. S. of Wisby, visited by sea-bathers in summer (diligence and steamboat to Wisby). From Klintehamn we may visit the picturesque *Karlsöar*. This excursion also affords a good opportunity of seeing the handsome Gothic churches of the island, most of them dating from the 13th cent., about 90 in number. Their large isolated towers, known as 'Kasteller', appear to have been used in ancient times as places of refuge and are therefore probably older than the churches themselves. See 'Gotland's Konsthistoria' by *Brunius.*

From Wisby the traveller may either return to Stockholm by steamboat, or go to *Borgholm* and *Kalmar* (p. 249), to which a steamer plies from Wisby once weekly (Kom. 71; to Borgholm 9-10 hrs.; to Kalmar 2 hrs. more).

51. From Stockholm to Westerås and Örebro.

217 Kil. Railway ('Westmanlandjernväg'). Express in 7, ordinary train in $14^1/_4$ hrs. (fares 15 kr. 20, 11 kr. 55, 7 kr. 80 ö.).

The train starts from the Central Station (p. 274). It skirts the *Rörstrandsvik*, passing the factories of *Atlas* and *Rörstrand* (p. 301), on the right, and the château of *Karlberg* (p. 301), on the left, beyond which the branches to Wärtahamnen (p. 301) and Upsala (p. 306) diverge on the right. 6 Kil. *Sundbyberg*, 11 Kil. *Spånga*, 17 Kil. *Jakobsberg*. We then cross the narrow strait of *Stäket*, at the entrance of the Upsala arm of the Mälar (p. 307), and traverse the island of *Stäkesö* by means of a tunnel. Another bridge carries us to (28 Kil.) *Kungsängen*. 36 Kil. *Bro*. Beyond (47 Kil.) *Bålsta* we cross the narrow *Ekolsundsvik*. 56 Kil. *Ekolsund*, 64 Kil. *Grillby.*

74 Kil. **Enköping** *(Stads-Hotel)*, a small town near Lake Mälaren, on which a steamer plies to Stockholm. Large kitchen-gardens. 82 Kil. *Lundby*, 88 Kil. *Orresta*, 95 Kil. *Tortuna.*

101 Kil. **Tillberga**, junction of three lines: one to the N. goes to Hedensberg, Ransta, Tärna, and *Sala* (28 Kil.; p. 324); another W. to Skultuna, Svanå, *Ramnäs* (28 Kil.; Strömsholms-Canal, see p. 316), Seglingsberg, Nordanö, Engelsberg, Högfors, Norberg (with valuable iron-mines), *Kärrgrufvan* (68 Kil.), and *Krylbo* (p. 324); and our line runs S. W. to Westerås and Örebro.

111 Kil. **Westerås** *(Central-Hotel; Hôtel Westerås; Hôtel Klippan; Nya Hotel)*, a town of 6700 inhab. and seat of a bishop, origin-

ally called *Westra Aros* ('W. mouth', while Upsala was called Östra Aros), lies on a bay of the Mälar. It was once a very important place. No fewer than eleven diets of the kingdom were held here, chief of which was the 'Westerås Recess', which abolished the Roman Catholic religion in Sweden.

The *Cathedral, rebuilt by Jarl Birger on the site of a church founded in the 11th cent., was consecrated in 1271, afterwards much altered, and restored in 1850-60. It is a fine Gothic edifice, 100 yds. long, 28 yds. broad, and has a tower 309 ft. high.

Observe in the Interior an altarpiece of the beginning of the 16th cent., the handsome candelabra, and the monuments of the administrator *Svante Sture* (d. 1512), Marshal *Magnus Brahe* (d. 1844), and the unhappy *Erik XIV.* (p. 323). The marble sarcophagus of Erik was placed here by Gustavus III. instead of the old tombstone inscribed with a verse from the Bible, and by his order the crown and sceptre were brought hither from the tomb of John III. at Upsala.

The *Episcopal Library* of 12,000 vols. contains the valuable books of the Elector of Mayence, carried off by Oxenstjerna in the Thirty Years' War.

On a hill to the S.W. of the mouth of the brook *Svartå*, not far from the station, rises the old *Castle*, once a robber's stronghold, afterwards captured by Gustavus Vasa and strengthened, where Erik XIV. was imprisoned from June, 1573, to the end of 1575. After a fire in the 17th cent. it was rebuilt, and is now the seat of the provincial government.

In the *Vasa-Park*, by the town-hall, rises a bust of Gustavus Vasa by Qvarnström, in memory of the diet of 1527. The cucumbers and other vegetables grown here are much esteemed.

Steamboat on Lake Mälaren to Stockholm 9-10 times weekly in 6-7 hrs. (Kom. 139, 140).

121 *Dingtuna.* 130 Kil. *Kolbäck*, where the train crosses the *Strömsholms-Canal*, is the junction of a line to Rekarne and Eskilstuna, the first station on which is (8 Kil.) Strömsholm.

The **Strömsholms-Canal**, about 110 Kil. long, constructed in 1777-95 and improved in 1842-59, connects the mines of Westmanland and Dalarne with the Mälar and the Baltic. Steamboat from the *Köttorg* and the *Mälartorg* at Stockholm through the canal to Smedjebacken 9 times a week (Kom. 140, 141). Passengers may sometimes sleep on board the night before starting and the night after arrival. The lake voyage to Strömsholm (comp. pp. 302, 303, 8 hrs.); is rather tedious, but the canal is worth seeing, the finest part being between Strömsholm and Ramnäs (about 6½ hrs.; thence to Smedjebacken 6½ hrs. more). At Ramnäs we may take the train if tired of the steamer (p. 315). **Strömsholm** (*Fröken Ringholm's Inn*), with its château founded by Gustavus Vasa and rebuilt from a design by Nic. Tessin in the 17th cent., and a famous stud, lies on a northern bay of the W. end of the Mälar. The canal begins here; first lock. Two more locks at *Westerqvarn*, and a fourth at *Prestforsen*. The falls at *Kolbäckså*, *Sörqvarn*, *Skansen*, and *Trångfors* are avoided by means of eight locks. This is the finest part of the canal, especially at *Skansen* (Inn). Another lock at *Alsätra* leads into the *Öst-Surasjö* (181 ft. above the sea); we then pass through two more and through the *Norrbyström* to *Ramnäs*, where we may leave the steamer. Many forges and factories are passed.

Two new locks ascend to the lakes *Nedre* and *Öfre Nadden;* we come to another at *Seglingsberg* and another at *Wirsbo*, and next reach the large lake of *Åmänningen* (250 ft.). Then follow the lakes of *Lilla Aspen* and *Stora Aspen* and three great iron locks at *Westanfors*, *Uddnäs*, and *Fagersta*. Lastly three locks at *Sembla*.

Near the lake of *Wefungen* is the boundary of the province of Dálarne or Dalecarlia. Contiguous to this lake is that of *Södra Barken* (329 ft.), on which lies the finely situated *Söderbärke* (with church and parsonage). Lastly the picturesque lake of *Norra Barken* (378 ft.), with *Norrbärke* and **Smedjebacken** (*Gästgifvaregård*), the centre of a great mining district, with steam-hammers, factories, etc. — Railway to *Ludvika*, see p. 320.

136 Kil. *Munktorp*. — 146 Kil. **Köping** (*Jernvägs-Hotel; Köping's Hotel*), an old town of 3500 inhab., on the *Köpingså*, which falls into the Mälar in the vicinity, is the junction of a branch-line running past several important iron-works to (34 Kil.) *Uttersberg* and (46 Kil.) *Riddarhyttan*. Steamboat to Stockholm daily (Kom. 145).

155 Kil. *Walskog*, junction of the Nyköping, Flen, and Eskilstuna line (p. 318).

163 Kil. **Arboga** (*Hotellet; Gästgifvaregård*), once a famous trading town ('gammal som Arboga gata', says an old proverb), but now with 3000 inhab. only, lies on the *Arbogaå*, from which the Hjelmare Canal diverges (p. 318). The church, with its lofty spire, contains a Descent from the Cross attributed to Rembrandt. — Steamer to Stockholm three times a week (Kom. 147).

167 Kil. *Jäders Bruk*, 178 Kil. *Fellingsbro*, 187 Kil. *Ullersäter*.

192 Kil. *Frövi*, junction of an important mineral line to Ludvika.

From Frövi to Ludvika (98 Kil., in 5½ hrs.; fares 5 kr. 40, 3 kr. 70 ö.). The line traverses one of the most important mining districts in Sweden, rich in iron, copper, and lead. 10 Kil. *Wedevåg*.

19 Kil. **Linde** (*Hotel*), a mining town of 1500 inhab., prettily situated between the two *Lakes of Linde*, was rebuilt after a fire in 1869.

The train follows the E. bank of the lake of *Rossvalen* to *Gusselby*, *Storå* (from which a branch diverges to the silver and lead mine of *Guldsmedshyttan*), *Wasselhyttan*, *Rällså*, and *Bångbro* (junction for *Bånghammar*, *Kölsjön*, and *Kloten*). 55 Kil. *Kopparberg* (Hotel) lies in the midst of immense mines. 63 Kil. *Ställdalen*, where our line crosses the Kil and Falun railway (p. 320), with which we then run nearly parallel to Ludvika. Stations *Ställberg*, *Hörk*, *Grängesberg*, *Björnhyttan*, *Gonäs*.

98 Kil. *Ludvika*, see p. 320.

201 *Ervalla*. From (205 Kil.) *Dylta-Bruk* a branch-line goes to Jerle and the picturesquely situated little mining town of *Nora*, surrounded with iron-works and mines. (Thence to Karlskoga, see p. 274).

217 Kil. **Örebro** (*Örebro Hotel; Central Hotel; Jernvägs-Hotel*), one of the most ancient towns in Sweden, capital of the 'Län' of that name, with 14,000 inhab., lies in a flat region on the *Svartå*, near *Lake Hjelmăre* (76 ft.). No fewer than fifteen diets of the Estates were held, and the destinies of the country frequently decided, at Örebro. This was the birthplace of Engelbrekt Engelbrektsson, the famous Swedish patriot (comp. p. lv). The *Svartå* flows through the town from W. to E., and the handsome Drottninggata intersects it from N. to S. The town has a very modern appearance, having been almost entirely rebuilt after a great fire

in 1854. To its ancient period, however, belongs the venerable *Slott* with its four round towers, situated on an island in the river, and now occupied by government offices, and the Church, partly restored. The finest building in the town is the modern Stadshus, in the Gothic style, in the Stora Torg. In front of it rises a *Statue of Engelbrekt* by Qvarnström, erected in 1865. Among other handsome buildings are the *Theatre* and the *Allmänna Läroverk* (or *Karolinska Skolan*), with its small museum. In front of the latter an *Obelisk* has been erected in memory of the Swedish reformers Olaus and Laurentius Petri (p. lx). Walks to *Skebäck*, on Lake Hjelmare, and *Adolfsberg*, a small watering-place to the S., a stopping-place of the slow trains.

STEAMBOAT from Örebro four times a week (Kom. 148), down Lake Hjelmäre (76 ft.; 75 Kil. long, 10-15 Kil. broad), through the *Hjelmare Canal* (N.) to the *Arbogaå* (p. 317), down this river to the Mälar, which it reaches at Kungsör (see below), and then down this lake to Stockholm. — Another steamer plies thrice weekly between Örebro and *Skogstorp* (Kom. 149), at the E. end of the lake. (Thence by rail to Eskilstuna in 1/4 hr.) The scenery of Lake Hjelmare is tame. Its pike and crayfish ('gäddor', 'kräftor') are much esteemed. A monument on the *Engelbrektsholm*, in the W. part of the lake, marks the spot where Engelbrekt was assassinated by Måns Bengtson in 1436. A little to the E. of the entrance to the canal is *Stora Sundby*, the château of Count Platen, erected by Robinson in the English-Romanesque style.

A railway goes from Örebro to *Mosås*, *Kumla*, and (25 Kil.) *Hallsberg*, on the Westra Stambana (p. 264; express in 41 min.; fares 2 kr. 15, 1 kr. 50 ö.; ordinary trains in 3/4-1 1/4 hr.; fares 1 kr. 35, 90 ö.).

52. From Kolbäck and Walskog to Flen, Nyköping, and Oxelösund.

RAILWAY in 7-9 hrs.; from Kolbäck to Oxelösund 132 Kil. (fares 8 kr. 5, kr. 35 ö.); from Walskog to Oxelösund 138 Kil. (fares 8 kr. 40, 5 kr. 40 ö.).

Kolbäck, see p. 316. The train follows the course of the Strömsholms Canal to *Strömsholm* (p. 316), at its mouth, crosses the *Borgasund*, skirts the shore of the mainland, and crosses the *Qvicksund* to the station of that name. 18 Kil. *Rekarne*, junction of the railway coming from (24 Kil.) *Walskog* (p. 317), *Kungsör* (at the mouth of the Arbogaå, see p. 317), and *Öster-Tibble*. We give the distances from Walskog.

29 Kil. *Thorshälla*, on the *Thorshällaå* or *Eskilstunaå*, near its influx into the Mälar, was once the port of Eskilstuna, to which however a direct water-way was afforded by the construction of locks (1856-60) avoiding the falls of the stream.

35 Kil. **Eskilstuna** (*Stadskallären; Central Hotel; Hôtel Phœnix; Svensson;* excellent river-baths; *Djurgården* and *Sómmarró*, to the W. of the Fristad, and *Snopptorps Helsobrunn* to the S. are favourite resorts), a town with 9300 inhab., charmingly situated on the *Eskilstunaå*, owes its name to St. Eskil, an Englishman, Arch-

bishop of Lund, and the apostle of Christianity in Södermanland. The tradition that he was stoned by the heathen populace at Strengnäs and buried here is unfounded. He resigned his prelacy a few years before his death, retired to the Bernardine monastery of Clairvaux in France, and died there in 1181. A Bernardine monastery, founded here in the 12th cent., was converted into a royal château by Gustavus Vasa in 1527 and burned down in 1680. In 1654 the first metal-works were established here, and in 1659 municipal privileges were conferred on the town. Since then it has become an important manufacturing place, chiefly for iron and steel wares. The town consists of the *Gamla Stad* on the E. bank, and the *Nya Stad*, the *Fristad*, and the *Karl Gustafs Stad* on the W. bank.

Among the great factories are the *Karl Gustafsstads Gevärsfaktori*, or gun-factory, on an island in the river, founded in 1814; *Munktell's Foundry and Engine Works*, opposite; and the *Tunafors Rolling and Polishing Works*, to the S. of the town. Damascened wares are a specialty of the famous steel-works in the Fristad. The *Technical School* contains a collection of the products of the place.

Steamboat from Eskilstuna ten times weekly to Stockholm (Kom. 150), by *Thorshälla* and *Strengnäs* (p. 304). — To the N.E. of Eskilstuna is (12 Kil.) the church of *Jäder*, the burial-place of *Axel Oxenstjerna* (d. 1654). Adjacent is the large estate of *Fiholm*, on Lake Mälaren.

40 Kil. *Skogstorp*, 45 Kil. *Hållsta*, 61 Kil. *Helleforsnäs*, 68 Kil. *Mellösa*.

65 Kil. **Flen**, junction of the Westra Stambana (p. 272; for Stockholm).

76 Kil. *Wadsbro*, 96 Kil. *Bettna*, 103 Kil. *Wrena*, 111 Kil. *Stigtomta*, 116 Kil. *Larslund*, all in the district of Södermanland (p. 272), with its numerous lakes.

125 Kil. **Nyköping** (*Stora Hotel; Rådhuskällaren*), with 5500 inhab., at the mouth of the *Nyköpingså*, which drains several lakes and here falls into the *Stadsfjärd*, a bay of the Baltic, is the capital of Södermanlandslän, and is frequently mentioned in the early history of the country. A waterfall of the river here drives the *Nyköpings Mekaniska Verkstad*, a large engine-factory. — The Stockholm and Norrköping steamers touch at Nyköping several times weekly.

133 Kil. *Stjernholm*. 138 Kil. *Oxelösund*, with a good harbour, where the canal-steamers between Gothenburg, Jönköping, and Stockholm touch (see p. 268).

53. From Gothenburg to Falun.

478 Kil. Railway ('*Bergslagernas Jernvägar*'), express daily in 14 hrs. (fares 31 kr. 10, 15 kr. 55 ö.); ordinary trains take two days. This railway, which traverses the provinces of Dalsland, Wermland, Westmanland, and Dalecarlia (Dalarne) and connects the rich mining district ('*Bergslager*') of Wermland with the great S.W. port of Sweden, offers few attractions to the tourist.

From Gothenburg to Öxnered (82 Kil.), junction of the Wenersborg-Uddevalla line, see pp. 257-259. To the right are the *Halleberg* and the *Hunneberg* (p. 260). — The line runs N., by (97 Kil.) *Frändefors*, (106 Kil.) *Brålanda*, and (114 Kil.) *Erikstad*, to —

123 Kil. **Mellerud** (*Rail. Restaur.*; *Hôtel Mellerud*, close by), junction of the *Sunnanå-Fredrikshald* line (p. 79).

131 Kil. *Köpmannabro*, where we cross the *Dalslands Canal* (p. 79) which here issues from Lake Wenern. — 144 Kil. *Ånimskog;* 155 Kil. *Tösse*; 164 Kil. *Åmål*, a little town of 2700 inhab.; view of the lake to the right.

Near (181 Kil.) *Seffle*, the train crosses the canal of that name, which connects the *Byelf*, and through it the extensive *Glafsfjord*, with Lake Wenern. The line then threads its way among the numerous lakes of *South Wermland*. 189 Kil. *Wermlandsbro;* 200 Kil. *Segmon;* 210 Kil. *Grums;* 221 Kil. *Edsvalla.*

232 Kil. **Kil** (p. 273), junction of the *Nordwestra Stambana* (R. 46), and of a short branch-line to Frykstad.

248 Kil. *Deje*, with a saw-mill and a waterfall, on the *Klarelf*, which we cross by a handsome bridge. 254 Kil. *Mölnbacka;* 264 Kil. *Molkom;* 271 Kil. *Lindfors;* 279 Kil. *Geijersdal.*

293 Kil. *Daglösen*, at the S. end of Lake Daglösen (415 ft.).

Branch-Line in 20 min. to (8 Kil.) **Filipstad** (*Stads-Hotel*), also a station on the branch-line from Christinehamn (p. 274), pleasantly situated at the N. end of *Lake Daglösen*. Finest view from the *Hastaberg*. Numerous iron-mines. — Railway (72 Kil., in 5 hrs.) from Filipstad to *Uddeholm* and *Edebäck* on the *Klarelf*, with extensive iron-works. The 'Uddeholms Actie-Bolag', which possesses numerous iron-works and estates, is one of the greatest companies in Sweden.

304 Kil. *Herrhult*, where our line crosses the branch-line from Christinehamn to Persberg and Filipstad (p. 274). — 315 Kil. *Loka*; 326 Kil. *Grythyttehed* (junction for Kortfors, p. 274); 334 Kil. *Hellefors;* 341 Kil. *Sikfors;* 352 Kil. *Bredsjö*, all with iron-works. Numerous lakes.

At (372 Kil.) *Ställdalen* the Bergslagernas line crosses the Frövi-Ludvika line (p. 317), and the two lines run parallel from this point to (384 Kil.) *Hörken*, (392 Kil.) *Grängesberg*, (399 Kil.) *Klenshyttan*, and Ludvika. Between the lakes *Norra Hörken* and *Sodra Hörken* the construction of the railway is interesting. Near Grängesberg we cross the boundary between Westmanland and Dalarne.

408 Kil. **Ludvika** (**Inn*), on *Lake Wessman* (500 ft.), is connected by a branch-line (Marnäs-Sandsta-Munkbo; 18 Kil.) with *Smedjebacken*, on the Strömsholms Canal (p. 317).

417 Kil. *Gräsberg;* 426 Kil. *Rämen*, on the lake of that name; 435 Kil. *Skräcka.*

455 Kil. **Borlänge** (*Jernvägs-Hotel*), junction of a branch-line to *Krylbo* (p. 324).

At (456 Kil.) *Domnarfvet* (Inn) a lofty bridge carries the train over the *Dalelf*, which forms a waterfall here. The iron-mines at Domnarfvet are said to be the largest in Sweden. The water-power required by the Bessemer steel-works here, belonging to the Stora Kopparbergs Bergslag at Falun (see below), is brought from the river by a tunnel 330 yds. long. There is also a large saw-mill.

461 Kil. *Ornäs* lies at the S.W. end of *Lake Runn* (355 ft.), on which a steamboat plies.

Ornäs and the banks of the Runnsjö are classic soil in Swedish history. At *Rankhyttan*, at the S.E. end of the lake, is the barn (*kungslada*) in which Gustavus Vasa, when a fugitive, disguised as a Dalkarl, once thrashed corn. At *Ornäs* he was enabled by *Barbro Stigsdotter* to elude his pursuers, to whom her husband *Arendt Persson* was about to betray him. His bed and other memorials are shown here in the *Kungskammare*, from the window of which Barbro let him down by a long towel.

478 Kil. **Fālun** (*Stads-Hotel*, in the market-place; *Nya Hotel; Falu Hotel*), the capital of *Dalecarlia* (Swed. *Dalarne*, 'the valleys'), with 7600 inhab., famed for its copper-mines, lies between lakes *Warpan* and *Tisken*, on both banks of a small stream, and not far from the *Runnsjö*. The town has grown out of a group of separate villages, the names of which still survive. On the E. bank of the stream are *Östanfors*, *Lillarfvet*, *Öfvra* and *Yttra Åsen*, *Slaggen*, and *Holmen*; on the W. bank *Presttägten*, *Gamla Herrgården*, and *Elsborg*. The principal buildings are the *Kristina-Kyrka* in the Stor-Torg, the *Kopparbergs-Kyrka*, with its green copper roof, the *Rådhus*, the *Gymnasium*, and the *Magasinhus*, which contains a collection of minerals. The *Villa* at Lillarfvet and *Manhem* to the E. of the town are popular resorts.

Towards the S.W. the whole country looks burned up by the *Roströk*, or smoke from the *Rosthögar* ('roasting hills') round the mines. This smoke blackens wood and tarnishes metals exposed to its influence, but it is believed to ward off epidemics. The fumes of the copper-vitriol in the mine itself are still more preservative. In 1719 the body of a young man named *Mats Israelsson*, who had perished in the mines 49 years before, was recovered in so good preservation, that it was immediately identified by an old woman to whom he had been betrothed.

The Falu Grufva or Stora Kopparberget (corrupted to *Kårberget*) has been known to history since 1347. The yield was formerly much larger than now (20,000 skeppund, or about 4000 tons annually in the 17th cent., but now 4-5000 skeppund, or 800-1000 tons only). At one time (as in 1842, when the yield fell to 520 tons) the mines of Falun were outstripped by those of *Åtvidaberg* in Öster-Götland (p. 270), but they still claim the distinction of being the 'Treasury of Sweden' (*Sveriges Skattkammare*), as they were called by Gustavus Adolphus. Of late years the yield of auriferous and argentiferous quartz has considerably increased; in 1889 2393 oz. of gold and 13,000 oz. of silver were produced. The proprietors are called *Fjerdepartsegåre*, of whom in the year 1616 there were as many as 1200. Each *Fjerdepart* is worth about 4000 crowns. The company is called the *Stora Kopparbergs Bergslag*.

Visitors (adm. at 8.30 a.m. and 4 p.m. only) are provided with miners' attire (*öfverkläder*) at the mining-office (*grufkontor*), and with a miner (*stigare*) as a guide (fee 1-2 kr.; additional fee for gunshots to awaken the echoes). The descent and ascent are made by means of a lift. The ground is very wet at places, and the lighting very inadequate. The expedition can hardly be called attractive, but visitors to Falun will hardly like to omit it. A visit should also be paid to the *Kopparhytta*, where the ore is smelted.

Railway to *Rättvik* on Lake Siljan (see below) and to *Gefle* (see p. 323).

Excursion to Lake Siljan.

The best starting-point for this excursion is *Borlänge*, which we reach by railway (p. 320). Thence by the 'Siljan Railway' to (37 Kil., in $1^1/_2$ hr.; fares 2 kr. 45, 1 kr. 70 ö.) *Insjön*, passing *Tjerna*, *Lennheden*, where we cross the Dalelf, *Dufnäs*, the steep rock of *Djurmoklack*, *Djurås*, where the Wester and Öster Dalelf join, and *Gagnef*.

At Insjön, on the little lake of that name, through which flows the Öster Dalelf, we take one of the Lake Siljan steamers (Kom. 260, daily) to Mora ($4^3/_4$ hrs., but with stoppages $6^1/_2$-9 hrs.; fare 2 kr. 70 or 1 kr. 75 ö.; back the same day for single fare; back within five days, 4 kr., 1 kr. 90 ö.). We first steer up the Öster Dalelf to ($^1/_2$ hr.) **Leksand** (**Inn*), on the *Östervik*, the S. bay of Lake Siljan. On Sunday mornings we have a good opportunity here of seeing the peculiar costumes of the natives, who flock to church by land and water from all quarters. The *Käringberg*, to the N., commands an extensive view.

Lake Siljan (540 ft.), 'Dalarne's Öga' (the eye of Dalecarlia), enclosed by gently sloping and partially wooded banks, owes much of its interest to the inhabitants of its banks, who have preserved many of their primitive characteristics. They are generally poor, owing to the great subdivision of the land, but they support themselves by making watches, bells, furniture, grindstones, and other objects in their own houses (*husslöjd*). Many of the young men (*Dalkarlar*) and young women (*Dalkullor*) seek employment in other parts of the country, and return with their earnings to settle in their native province.

The steamboat reaches Lake Siljan in about $^3/_4$ hr. from Leksand. To the left is the *Björkberg*, rising from the middle of the peninsula of *Siljansnäs*. To the right opens the bay of *Rättviken*, at the head of which lies **Rättvik** (*Hotel Karlsvik*, commended), with an old church, prettily situated, whence we may return by railway (p. 324).

On some voyages the steamer now steers direct to the N. end of the lake. The lake narrows at the large island of ($1^3/_4$-2 hrs. from Rättvik or Leksand) *Sollerön*, to the W. of which rises the *Gesundaberg* (1125 ft.).

Mora (tolerable *Inn*, where a carriage may be obtained), a village and church at the N.W. end of Lake Siljan, with many reminiscences of Gustavus Vasa, is 64 Kil. from Leksand and 43 Kil. from Rättvik. We spend the night here, returning next day by the same route. Near Mora is the *Klockgropsbacke*, from which Gustavus once addressed the people.

At *Utmeland*, $1/2$ hr. to the S., a small building occupies the site of the cellar in which the wife of Tomt Mats Larsson concealed Gustavus from his Danish pursuers, having covered the entrance with a beer-vat. The room in the interior is adorned with three pictures by *Höckert*, *E. Bergh*, and *Charles XV*. The *Christineberg*, $1/4$ hr. from Mora, is a fine point of view.

On the days when the steamer does not call at Rättvik, it steers N. from Mora across the adjacent *Orsa-Sjö* to *Orsa* (uninteresting).

54. From Upsala to Gefle.

114 Kil. Railway in 4-5 hrs. (fares 6 kr. 85, 4 kr. 60 ö.).

Upsala, see p. 308. The train at first follows the course of the *Fyriså*. 4 Kil. *Gamla Upsala*, with the Kungshögar to the left (p. 311); 12 Kil. *Stor-Vreta*. Beyond (20 Kil.) *Wattholma* is the château of *Salsta*, erected by Tessin. 26 Kil. *Skyttorp*, 38 Kil. *Wendel*.

43 Kil. **Örbyhus.** The château, now the property of Count de la Gardie and Baron Klingspor, belonged for nearly two centuries to the Vasa family and was fortified by Gustavus. It was here that his half-insane son Erik XIV. was poisoned by order of his brother John III. on 25th Feb., 1577.

From Örbyhus to Dannemora, 9 Kil., branch-line in 20-35 min. (fare 55 or 40 ö.). The **Mines of Dannemora**, which yield the best iron in Sweden, occupy an area of 2 M. in length by 60-380 yds. in width. They lie 26-33 ft. below the level of the *Grufsjö*, against the encroachment of which they are protected by a massive wall of granite. The *Ungkarlsgrufvan* and *Jungfrugrufvan* shafts are over 500 ft. in depth. — *Österby*, $1^3/_4$ M. to the E., the property of Baron Tamm, with a fine mansion, a park, a steam-hammer and other works, and a church, is quite a little town of itself. — The mines of *Leufsta* or *Löfsta* are about 20 M. to the N.

From Dannemora the train runs on to (39 Kil.) *Hargshamn*, on the Baltic, in $2^1/_2$ hrs. more.

48 Kil. *Tobo;* 61 Kil. *Tierp*, on the *Tierpså*, in a fertile district. Numerous forges. 69 Kil. *Orrskog;* branch-line to the great iron-works of *Söderfors* on the *Dalelf*, driven by the falls of the river. 81 Kil. *Marma*.

88 Kil. *Elfkarleö*. We cross the Dalelf here by a bridge of six arches and a long viaduct. Visitors to the waterfall of *Elfkarleby*, $2^1/_2$ M. lower down the river, alight here. The fall, 49 ft. high and 250 ft. broad, is of great volume. Best view from the stone bridge below the fall (inn). From this point drive to —

98 Kil. *Skutskär*, the next railway-station, a Baltic port with 1400 inhab. and huge saw-mills. (Steamboats to Gefle, etc.) — 99 Kil. *Harnäs*, on the Baltic, with a fine harbour.

114 Kil. **Gefle** (pron. yavelă; *Jernvägs Hotel*; *Skandia*; *Central Hotel*; *Stadshus*), a thriving commercial and manufacturing place, with 21,500 inhab., is the chief outlet for the timber and metal yielded by *Gestrikland*, *Helsingland*, and *Dalarne*. The town has been almost entirely rebuilt since the great fire of 1869, which destroyed the quarter on the N. bank of the *Gefleå*. Large *Ship-*

building Yards. Pleasant trip by steam-launch to the fishing-village of *Bönan*, to the N.E.

From Gefle to Ockelbo (p. 325), 38 Kil., railway in $1^1/_3$ hr., through wood. No important stations.

From Gefle to Falun and Rättvik, 142 Kil.; railway to Falun in $3^1/_2$ hrs. (fares 4 kr. 60, 2 kr. 75 ö.); thence to Rättvik in 2-$2^3/_4$ hrs. (fares 2 kr. 65, 1 kr. 75 ö.). The country is uninteresting. Stations *Walbo; Margretehill; Sandviken*, on the *Storsjö*, with large Bessemer steel-works; *Kungsgården.*

38 Kil. **Storvik,** where we cross the Östersund railway (p. 325). 55 Kil. *Robertsholm;* 59 Kil. *Källviken.* The train now enters Dalecarlia or Dalarne. At *Ryggen* it reaches its highest point (705 ft. above the sea). Near (87 Kil.) *Korsnäs* (370 ft.), with large iron-works and saw-mills, we obtain a pleasant view of the *Runn-Sjö.*

92 Kil. *Falun*, see p. 321.

The train now ascends the course of the rivulet of Falun to *Falun Norra* and (101 Kil.) *Bergsgården*, on the W. bank of the little lake of *Warpen.* 105 Kil. *Grycksbo*; 118 Kil. *Sågmyra;* 126 Kil. *Slättberg;* 135 Kil. *Westgårde.* We soon obtain a view of Lake Siljan to the left.

142 Kil. **Rättvik** (p. 322). The railway is to be prolonged on the N. bank of Lake Siljan to Mora (p. 322).

55. From Stockholm viâ Upsala to Östersund and Trondhjem.

854 Kil. Railway in 32-56 hrs. (fares 47 kr. 55, 31 kr. 30 ö.). Those who wish to avoid the night-journey sleep at *Bollnäs* and at *Östersund.* From Stockholm to *Storlien* Swedish *Nord-Stambana*, thence to Trondhjem *Norwegian Railway.* This is the shortest route between Stockholm and Trondhjem. It is fatiguing, but the scenery is grand at places. Time permitting, we take steamer to *Hernösand* and *Sollefteå* (p. 323), and railway thence to *Bräcke* (p. 326).

From Stockholm to (66 Kil.) *Upsala*, see p. 306. — 79 Kil. *Wänge;* 86 Kil. *Åland;* 100 Kil. *Wittinge;* 107 Kil. *Morgongåfva;* 113 Kil. *Heby.*

128 Kil. **Sala** *(Stads-Hotel; Hôtel Sala)*, junction for *Tillberga* (p. 315), is a town of 5200 inhab., famous for its *Silfvergrufva*, the greatest silver-mine in Sweden. The yield had greatly decreased of late years, but since 1889 has amounted to about 12,500 lbs. per annum. Lead-ore and litharge are now the minerals chiefly worked. At the *Sala Hytta* on the *Sala Damm*, to the N. of the town, the interesting processes of refining the silver may be seen. — 138 Kil. *Broddbo*, 150 Kil. *Rosshyttan.*

161 Kil. **Krylbo** (*Jernvägs-Restaur.*), where we reach the *Dal-elf*, the historic frontier river of Dalarne, is the junction for *Engelsberg* (p. 315), *Seglingsberg*, *Ramnäs* (p. 315), and *Tillberga* (p. 315). Generally a long halt here.

About 6 Engl. M. to the W. of Krylbo is *Brunnbäck*, where the Dalecarlians routed the Danes ('Jutar') in 1521.

'Brunbäcks elf är väl djup, också bred,
Der sänkte vi så många Jutar ned.
Så kördes Danskar ur Sverige.' (*Old Ballad.*)

From Krylbo to Borlänge, 64 Kil. railway in $2^1/_2$-4 hrs. (fares 3 kr. 85, 2 kr. 60 ö.). — 4 Kil. *Avesta* on the Dalelf, with large iron-works; 23 Kil. *Hedemora*, a small town with 1500 inhab.; 30 Kil. *Wikmanshyttan*; 37 Kil. *Kullsveden*, whence a branch-line diverges to *Bispberg*, with iron-mines. — 39 Kil. **Säter** (*Stads-Hotel*), founded by Gustavus Adolphus, with 580 inhab.; near it is the pretty *Sätersdal* and the *Bispbergs Klack*, with a fine view. 50 Kil. *Gustafs*, 57 Kil. *Stora Tuna*, 64 Kil. *Borlänge*; thence to *Falun*, see p. 320.

Beyond Krylbo we cross the Dalelf by a bridge 660 ft. long and traverse a rich mining district. 165 Kil. *Jularbo*, 171 Kil. *Fors*, 179 Kil. *Morshyttan*, 185 Kil. *Horndal*, 190 Kil. *Byvalla*, 202 Kil. *Hästbo*, 209 Kil. *Torsåker*.

219 Kil. **Storvik** (**Rail. Rest.*; *Jernvägs-Hotel*; *Wahlgren's Inn*), junction of the Gefle and Falun railway (p. 324).

The train now traverses the district of *Gestrikland*, in parts well wooded and fertile. Numerous small iron-works. 226 Kil. *Åshammar*, 235 Kil. *Järbo*. 257 Kil. *Ockelbo*, with extensive iron-works, connected by rail with the mines of *Vindkärn*. (From Ockelbo to Gefle, see p. 324.) We cross the *Norrå*. 274 Kil. *Lingbo*, the first station in the province of *Helsingland*; 284 Kil. *Holmsveden*.

300 Kil. *Kilafors*, whence a branch-line runs to *Söderhamn* (p. 327) and *Stugsund*. — Our line now ascends the valley of the *Ljusne-Elf*, through woods and arable land. The river forms a chain of small lakes. Farther on we cross the *Woxna*, a feeder of the Ljusne.

317 Kil. **Bollnäs** (**Jernvägs-Hotel*, at the station; *Gästgifvaregård*), with 500 inhab., where several trains stop for the night. — 332 Kil. *Arbrå*; 337 Kil. *Wallsta*, on the *Orsjö* (405 ft.); 353 Kil. *Karsjö*, on the *Tefsjö* (405 ft.). In summer small steamers ply on the Orsjö and the Tefsjö.

The scenery now assumes more of a northern character. Beyond (365 Kil.) *Jerfsjö* the line crosses the Ljusne-Elf. — 380 Kil. *Ljusdal* (Jernvägs-Hotel), junction of a branch-line to *Hudiksvall* (p. 327). About 1 M. to the E. of Ljusdal is *Delsbo*, on *Lake Dellen*, on which a steamer plies in summer to *Näsviken*.

We now skirt the *Wexnesjö* (440 ft.) and the *Letsjö* (490 ft.) to (408 Kil.) *Hennan*, at the S. end of a lake of that name (795 ft). 428 Kil. *Ramsjö*, 446 Kil. *Mellansjö*, on lakes of these names. Scenery wild and wooded. — 464 Kil. *Östavall*, the first station in the district of *Medelpad*, on *Lake Aldern* (795 ft.), an expansion of the *Ljungå*. Country wooded and hilly. 473 Kil. *Alby*.

From (484 Kil.) *Ånge* (Inn) a branch-line runs E. to (38 Kil.) *Torpshammar* (with large iron-works) and *Sundsvall* (p. 327). The main-line runs N.W. and ascends the plateau of the province of *Jemtland*.

515 Kil. *Bräcke*, at the S. end of the *Refsundsjö* (945 ft.), past which the train is carried by embankments and cuttings.

From Bräcke to Sollefteå (p. 328), 145 Kil., railway in 5½-6½ hrs. (fares 7 kr. 65, 5 kr. 10 ö.). The line crosses the *Indals-Elf* near *Ragunda* by the longest railway-bridge in Sweden (700 ft.). Pretty scenery.

526 Kil. *Stafre*, 539 Kil. *Gällö*. The name of (553 Kil.) *Pilgrimstad*, at the N. end of the Refsundsjö, recalls the mediæval pilgrimages to the tomb of St. Olaf at Trondhjem (p. 196). — 571 Kil. *Brunflo*.

The line next reaches the large ***Storsjö** (960 ft. above the sea), amidst beautiful scenery, in which the dark pines contrast finely with the yellow corn-fields. In the foreground lies the island of *Frösö*; and in the distance the dark *Oviksfjell* and *Åreskutan* (see below). In summer a steamer plies on the lake, touching at Brunflo, Östersund, Trångsviken (see below), Mörsill, and other places.

586 Kil. **Östersund** (**Grand Hotel*, landlord speaks English, French, and German; *Stads-Hotel*, with restaurant; *Nya Hotel*), the capital of the province of *Jemtland* and the seat of the 'Landhöfding', with 5000 inhab., was founded in 1786, and has grown rapidly since the opening of the railway. It is pleasantly situated on the E. bank of the Storsjö, opposite the lofty island of *Frösö*, with which it is connected by a bridge, 1420 ft. long, and has broad streets, bright timber-built houses, and large saw-mills. On Frösö, near the bridge, stands a Runic stone to the memory of Östmadur, the son of Gudfast, the first Christian missionary to this district. The church on this island, with walls 10 ft. thick, is one of the oldest in N. Sweden. The churchyard and the new belvedere of the Swedish Tourists' Union command beautiful *Views of the lake, with the snow-clad mountains to the W. — A stay of 4 hrs. at Östersund suffices.

The line skirts the N. bank of the Storsjö and crosses the *Semså*. 597 Kil. *Åsjö*. — At (607 Kil.) *Krokom* the line crosses the *Indals-Elf*. Dreary wooded and marshy region. Skirting the S. bank of the *Näldsjö* (995 ft.) for a short distance we next reach —

618 Kil. *Nälden*. The train follows the course of the *Forå*, which connects the Näldsjö with the *Alsensjö* (970 ft.). It crosses the *Ytterå* beyond (624 Kil.) *Ytterån*, the little *Qvarnå* beyond (633 Kil.) *Trångsviken*, and the *Semlaån* at *Selander*, near its influx into the *Ockesjö*, beyond (644 Kil.) *Mattmar*. All these rivers and lakes form with the Storsjö an extensive inland water-system, upon which steamboats ply, affording pleasant trips. 655 Kil. *Mörsill*.

665 Kil. *Hjerpen*, with huge timber-yards, where the *Hjerpström* enters *Lake Lithen* (1045 ft.). Near it are quarries of white marble, which is chiefly used for making lime.

The ascent of the Åreskutan (4830 ft.; 'hump of Are') takes 5-6 hrs. from Hjerpe. From the railway station we take 'skjuts' to the *Gästgifvaregård Hjerpen*, and thence by *Bonäset* and *Huså Bruk* (with coppermines) to the base of the cone, which we ascend on foot. Splendid view of the surrounding hills and numerous lakes. — The ascent from Åre, the next station but one, very rough at first, takes $2^1/_2$ hrs. (guide to be found at the villages of *Mörviken*, *Lund-Lien*, and *Viken*).

The train crosses the Hjerpström, follows the bank of the *Undersåkerså* to (678 Kil.) *Undersåker*, and skilts the sombre *Åresjö* (1230 ft.) to (692 Kil.) *Åre* (*Rail. Rest.), at the base of Åreskutan (see above).

We now enter a dreary mountain-solitude, rarely enlivened with human habitations. At some distance from the line are a few Lapp settlements. The climate resembles that of N. Siberia. Huge snow-ploughs standing in sidings, and long roofs to protect the line from avalanches, indicate the difficulties of the route in winter.

700 Kil. *Dufed*, the best starting-point for the Tännfors.

The excursion takes about 5 hrs., there and back, if 'skjuts' has been ordered beforehand by telegram to the station-master. We drive in $1^1/_4$ hr. to *Tännsjön*, on the lake of that name, cross the lake by boat with two rowers in $^1/_2$ hr., and walk (no path) to the *Tännfors, 'Sweden's finest waterfall'. The fall, divided into two arms by the 'Bears' Rock', is about 100 ft. high and 40 ft. broad.

724 Kil. *Ånn* (1750 ft.), on the lake of that name (1725 ft.); 735 Kil. *Enafors* (1815 ft.), on the *Enaelf*. Country mostly wooded and marshy. — 748 Kil. **Storlien** (1940 ft.; **Rail. Rest.*; halt for dinner), the last station in Sweden, is a cold and desolate spot, with scarcely a trace of vegetation. Carriages changed. The Norwegian line to (854 Kil.) *Trondhjem* (106 Kil. from Storlien) is described at p. 200.

56. The Swedish Norrland.

The vast Swedish 'Norrland' is rarely visited by travellers, the points of interest being few, the distances great, and communication imperfect. The following notes may suffice for the traveller who goes by steamer to Haparanda and the Avasaxa. From Sundsvall, which may be reached by railway, the journey to Haparanda and back takes eight days at least.

The first important place to the N. of Gefle is (70 Kil.) —

Söderhamn (*Söderhamns Hotel; Hôtel Frank*), a seaport with 9400 inhab., prettily situated at the N. end of the *Söderfjärd*, a bay of the Gulf of Bothnia, and almost entirely rebuilt since the fires of 1860 and 1876. The staples of its trade are iron from the mines and foundries in the vicinity and timber from the uplands. Several local steamers. Railway to *Kilafors*, see p. 325.

Hudiksvall (*Stads-Hotel; Hôtel Helsingland*), the next steamboat-station, about 60 Kil. N. of Söderhamn, a town with ironworks, saw-mills, and 4400 inhab., is connected by a short branchline with *Forssa*, whence a steamboat plies to several stations on the *Norra* and *Södra Dellen* lakes (Delsbo, p. 325). From *Hudiksvall* a branch-railway runs to *Näsviken* (p. 325). About 110 Kil. further N. is —

Sundsvall (*Stadshus; Hôtel Knaust; Hôtel Daléen*), next to Gefle the chief seaport and trading town in the Norrland, with 11,000 inhab. and large saw-mills and iron-works.

From Sundsvall to Ånge, 95 Kil., railway in 3-4 hrs. (fares 5 kr., 3 kr. 35 ö.). From (12 Kil.) *Wattjom* a short branch diverges to the iron-works and saw-mills of *Matfors*, on the *Ljunga-Elf*. Then *Nedansjö*, *Kärfsta*, and *Wiskan*. 57 Kil. *Torpshammar*, and thence to *Ånge*, on the Östersund and Trondhjem line, see p. 325.

The next important place to the N. of Sundsvall is (65 Kil.)—

Hernösand *(Hôtel Norrland; Hôtel Bäfvern)*, capital of the Län of Westernorrland, a seaport with saw-mills, etc. and 5700 inhab., and seat of a bishop and the 'landshöfding'. This is the starting-point for a visit to the ***Ångerman-Elf**, the most beautiful river in Sweden. The river-scenery is picturesque all the way to (100 Kil.; 5-6 hrs. by steamer; fares 5, 3 kr.; restaurants on board) **Sollefteå** *(Appelberg's Källare; Berglund's Hotel)*, at the mouth of the *Faxe-Elf*, a thriving place. Railway to Bräcke, see p. 326.

The Haparanda steamer next passes *Örnsköldsvik*, a small sea-port to the N. of the *Lungö Fyr;* then the *Skags-Fyr* and *Nordmaling*, and reaches (176 Kil. from Hernösund) —

Umeå *(Hôtel Forsberg; Stadskällare)*, the capital of *Westerbottens Län*, with 3000 inhab., at the mouth of the *Umeå* or *Ume-Elf*. Vessels of heavy tonnage cannot ascend the estuary beyond *Holmsund*. The coasting steamers go as far as *Djupvik*, from which a smaller steamer takes passengers to the town. — To the N. of Umeå the steamboat passes the lighthouses of *Holmö*, *Gadd*, and *Fjäderägg*, and next touches at *Ratan*, a busy little port, and *Skellefteå* (Källare), with 1000 inhab. and a handsome domed church. Then, 175 Kil. from Umeå, —

Piteå *(Inn)*, with 2600 inhab., and, 70 Kil. further, —

Luleå *(Gästgifvaregård; Hôtel Gellivara)*, with 3500 inhab., the capital of *Norrbotten Län*, and seat of the 'landshöfding' and of the Gellivara Co. (to which belong the iron-mines of the hill of *Gellivara*, about 200 Kil. to the N.W.). The railway from *Luleå* to *Ofoten* (p. 222) is to be opened as far as Gellivara in the summer of 1892.

From Luleå to Qvickjock (about 210 Kil., a journey of 5 days): partly by steamers and rowing-boats (each rower 10-12 ö. per kilomètre; ask for tariff at Luleå). This is one of the grandest routes in Northern Sweden, penetrating into the heart of Lapland, considerably beyond the Arctic Circle; but in the height of summer the mosquitoes are insufferable. The Lule affords good salmon-fishing as far as the first falls. Higher up, and in the lakes formed by the river, there is abundance of trout-fishing. The lake-trout here frequently weighs 20lbs. or more, but is a coarse fish. The traveller should take with him preserved meat, biscuits, and wine or spirits, the sale of the latter being prohibited in Lapland, and a bag of small notes and coins, as change can rarely be got. A gauze bag to cover the head and shoulders will be found a useful protection against the mosquitoes. The journey is usually divided as follows, but the traveller's plan of course depends on the steamboat arrangements: —

1st Day. Steamboat to *Råbacken* in 3 hrs.; walk or drive in 3-4 hrs., past *Hedensfors* to a higher reach of the Lule, on which another steamer takes us to *Edefors* (good quarters).

2nd Day. Walk to *Öfvre Edefors* in 1/2 hr., take the small steamer to *Storbacken* (good quarters), at the confluence of the *Lilla* and *Stora*

Lule-Elf, and drive in 7-8 hrs. to *Jockmock* or *Jokkmokk* (good inn), with its church and parsonage, near a superb fall of the Lule.

3rd Day. Walk or drive to *Vaikijaurby* on the *Vaiki-Jaur*, in 1 hr. (excursion to the Njommelsaska Falls, see below); then row and walk alternately up the *Vaikijaur*, the *Purki-Jaur*, the *Randi-Jaur*, and the *Skalka-Jaur* (988 ft.) to (10-11 hrs. in all) the island of *Björkholm* (good station).

4th Day. Row to *Tjåmotes*, and up the *Tjåmotes-Jaur* to (6 hrs.) *Njauve* (good station).

5th Day. Walk in 1/2 hr. to the end of the *Saggat-Jaur;* row in 5 hrs. to —

Qvickjock (**Gästgifvaregård*), or *Kvikkjokk*, a picturesque spot 995 ft. above the sea, in about 67° N. latitude, whence the midnight sun is visible as long as from Bodø (see table, p. 206). The village, which owes its foundation in the 17th cent. to a silver-mine once worked here, consists of half-a-dozen red timber-built houses and a church, and commands a fine view of the *Snjärack* and the *Vallispik*, which rise from the Saggat-Jaur. Trout-fishing in the rivers and the lake. The summit of the Snjärak commands an extensive view, and is an excellent point for seeing the midnight sun. — Most travellers now return to Luleå by the same route, which takes less time in this direction, being down hill and with the stream. Those who prefer to cross the *Sulitelma* to Norway (5 days) should make enquiries beforehand of the Swedish Tourists' Union (p. xxi), which has lately built two tourists' huts on the route. See also p. 216.

From Jockmock to the Falls of Njommelsaska. This excursion takes nearly three days (guide, about 10 kr., and food necessary). *First.* Walk or drive to the Vaikijaur in 1 hr.; cross by boat in 20 min.; walk in 4-4 1/2 hrs. to *Ligga* (poor hut with no beds, but good milk and coffee), crossing a small lake on the way. (A boy should be sent on the previous day, either from Jockmock or from Vaikijaurby, to see that the boat is on the S. side of the lake. Otherwise the traveller will have to walk round its marshy bank to the opposite side, a wearisome digression of about 2 hrs.). — *Second.* From Ligga a walk of 4-5 hrs. through forest, to the ***Njommelsaska Falls** (950 ft.), formed by the *Stora Lule* as it issues from the *Stora Lule-Jaur.* — The height of the actual fall is not more than 40 ft., but the stupendous cataracts above and below it descend about 250 ft. in all, and, with the wild and trackless forest on every side, presents a most impressive scene. We return the same evening to Ligga, and thence on the third day to Jockmock.

The next steamboat-station is **Neder-Kalix** (**Gästgifvaregård*), finely situated at the mouth of the great *Kalixelf*, which a little higher up forms several grand cataracts, navigable for good boats with skilful boatmen. The best starting-point for this sensational trip ('Forsfärd') is the sea-bathing place **Nordanskär** (**Inn*), reached by steamer from Neder-Kalix in 3/4 hr. — The larger steamers steer direct from Luleå to (110 Kil.) —

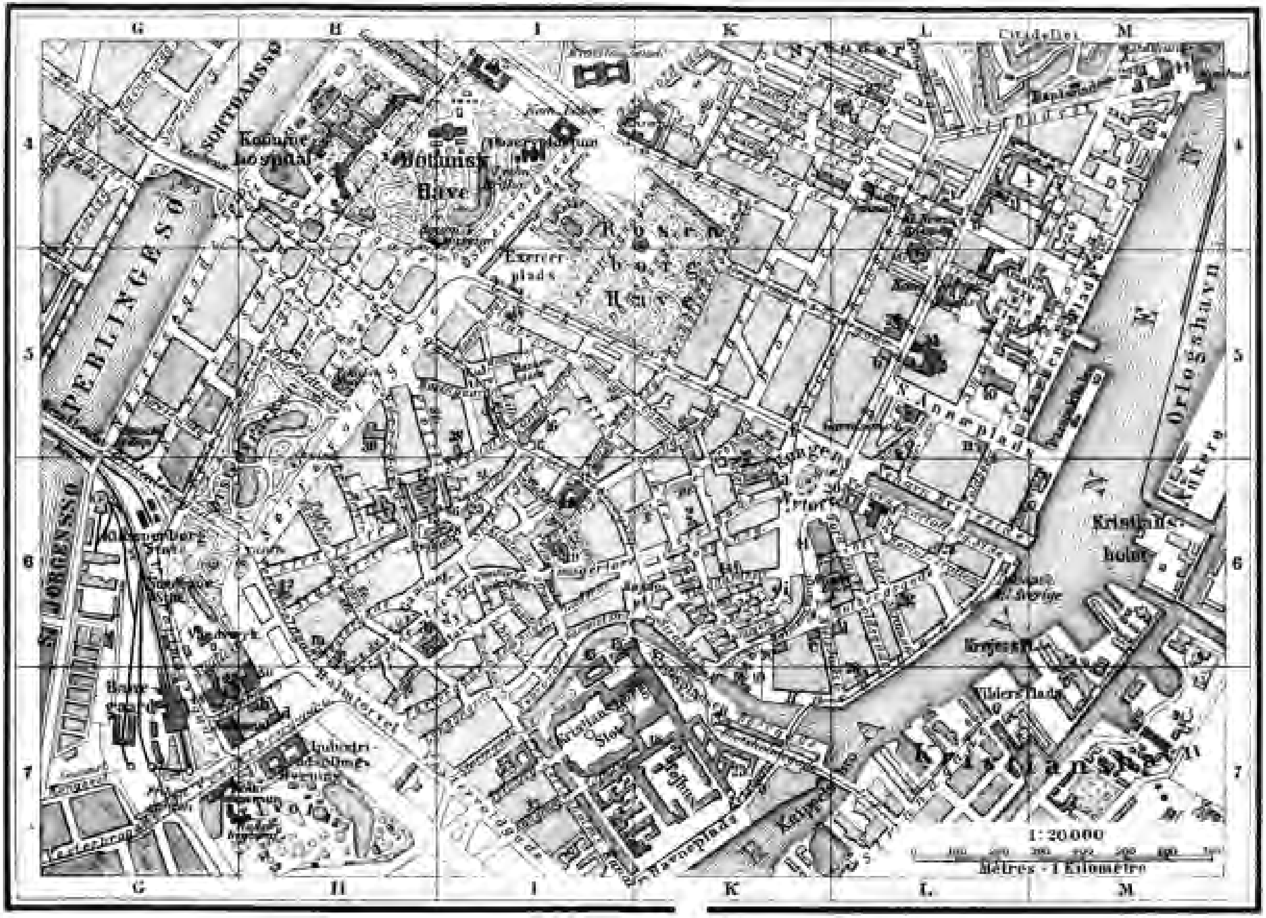
Haparanda (*Hotel*), the northernmost town in Sweden, on the right bank of the *Torne-Elf*, 1200 Kil. (745 Engl. M.) from Stockholm, a thriving place, with 1200 inhab., two churches, good schools, etc. The sea-going steamers stop at the roads of *Salmis*, 8 Kil. below Haparanda, whence travellers drive to the town by 'stolkärra' (fare 2 kr.). — The Torne-Elf forms the boundary between Sweden and the Russian grand-duchy of Finland, in which the first town is the neighbouring *Torneå*.

To the N. of Haparanda, a little to the S. of the Arctic Circle, rises the Avasaxa, which commands a perfect view of the midnight sun from 22nd to 25th June. There and back 25-30 hrs., without a night's rest. We drive by 'skjuts' along the well-cultivated right bank of the Torne-Elf, picturesque at places, to (17 Kil.) *Kúkkola*, (18 Kil.) *Kórpikylä*, (16 Kil.) *Päkila*, (12 Kil.) *Niemis*, (21 Kil.) *Rúskola*, and (3 Kil.) *Matarengi* (Inn), which is reached in about 11 hours. We now hire a guide, cross the broad and rock-strewn *Torne-Elf* in a flat-bottomed boat, and ascend over smooth and moss-clad rocks to ($^3/_4$ hr.) the top of **Mt. Avasaxa** (670 ft.), which commands a fine view of the valley of the Torne-Elf and the hills enclosing it. On the days mentioned above, when the hill attracts many visitors, the lower edge of the sun's disc appears distinctly higher than the intervening hills; but an unclouded horizon is rare.

The church-register at *Jukasjärvi*, which lies on the Torne-Elf about 250 Kil. further N., contains interesting entries made by famous travellers. The earliest is by *Reignard*, the French savant (1681), who concludes with the words —

'*Sistimus hic tandem, nobis ubi defuit orbis*'.

This region was also visited by *Charles XI.* in 1694, by *Linnæus* in 1732, by *Celsius* and *Maupertuis* in 1736, and by *Louis Philippe* in 1795.



St. JØRGENSSØ
PEBLINGESØ
SORTEDAMSSØ
Kommune hospital
Botanisk Have
Rosenborg Have
Exercer plads
Citadellet
Orlogshavn
Kristiansholm
Kristiansborg Slot
1:20000
Mètres · 1 Kilomètre

Kirker
Teatre
Valby

KJÖBENHAVN.
ÖRESUND
KRISTIANS-
HAVN
AMAGER

DENMARK.

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Silkeborg 354. — From Aalborg to Thisted and viâ Viborg to Langaa 355. — Skagen. From Frederikshavn to Gothenburg 356.

57. Copenhagen and Environs.

Language. English and German are spoken at all the principal hotels and shops. For the Danish language see Grammars at the end of the Handbook.

Money. In January, 1875, the monetary system of Norway, Sweden, and Denmark was assimilated: 1 *krone* = 100 *øre* = 1 s. 1½ d. Engl. = 1 *M* 13 pf. Germ. (3 s. = 2 kr. 65 ø.; £ 1 = 17 kr. 77 ø.). Danish bank-notes realise the full exchange.

Arrival. *Porter* ('Drager') for carrying a trunk from the custom-house to a cab, 25-30 ø.; from the steamboats (of which the Danish and Swedish land at the Dampskibsbro, Pl. M, 5, or at the corner of the Havn-Gade and the Nyhavn, Pl. L, 6; the German at the Toldbod, Pl. 44; M, 4) to the custom-house, and thence to a cab 30-50 ø.; for luggage over 56 lbs. more in proportion. CAB TARIFF, see below. — STEAMBOAT OFFICES: *Forenede Dampskibsselskab* (to Stettin, Kiel, Gothenburg, Christiania), Quæsthusgade 9, at the S.E. corner of the St. Annæplads (Pl. L, M, 6); *E. Friis* (to Stralsund), Amaliegade 31 (Pl. L, 5); *A. Aspegren's Efterfolger* (Swedish vessels to Lübeck and Gothenburg), Amaliegade 43; *C. K. Hansen* (to Stettin), Toldbodvei 5 and Havnegade 35.

Hotels (rarely quite up to modern standards). ANGLETERRE (Pl. a; K, 6), Kongens Nytorv 34, in the centre of the town; KONGEN AF DANMARK (Pl. c; K, 6), at the corner of the Holmens-Canal and the Niels-Juelsgade; both belonging to companies, with cafés and restaurants: charges, R. from 2 kr., L. 70, A. 50 ø., B. 1, D. 3 kr.; HÔTEL DAGMAR (Pl. 50; H, 7), at the corner of the Jernbanegade and the Halmtorv, well spoken of, with café and good restaurant, R. from 2, B. 1, D. 3 kr.; HÔTEL DE L'EUROPE (Pl. l; L, 6), Holbergsgade 2, R., L., & A. from 3½, D. 3 kr.; *PHŒNIX (Pl. b; L, 5), Bredgade 37; CENTRAL HOTEL (Pl. d; H, 7), Halmtorv 16; SKANDINAVISK (Pl. f; K, 5), Gothersgade 4, near the Kongens Nytorv; KJØBENHAVN (Pl. h; H, 7), Jernbanegade 7, and HÔTEL NATIONAL, Jernbanegade 9 (Pl. A, 7), both near the station; TRE HJORTER, Vestergade (Pl. H, 6). — *Near the Harbour:* VICTORIA, Store Strandstræde 20, second-class, but good; UNION (Pl. n; L, 5), St. Annæ-Plads; LINNEMANN, Peder-Skramsgade (Pl. g; L, 6).

Restaurants. **Hôtel Dagmar* (see above), D. from 2 p.m. 3 kr., table-wine 2½ kr., beer on draught; *Hôtel d'Angleterre*, see above; **Restaurant Anglais*, Østergade 22; *Klosterkeller*, corner of Vimmelskaftet and Hyskenstræde, very fair, D. with beer 65 ø.-1 kr. — **Beer.** *Peter A Porta*, corner of Nygade and Gammeltorv; German beer at *Café Bernina*, corner of Vimmelskaftet and Badstuetstræde, and other cafés. — **Cigars.** *Hirschsprung*, Østergade 6.

Cafés and Confectioners. (Cup of tea or coffee 20-25 ø., chocolate 35 ø.; also beer, milk, eggs, and '*Smörrebrød*', or sandwiches). **Hôtel* *d'Angleterre*, see above; **Vienna Café*, at the Hôtel Kongen af Danmark, see above; **A Porta*, Kongens Nytorv 17, newspapers and ladies' rooms; *Schucani & A Porta*, Store Kjøbmagergade 18; *Café Bernina*, see above; *Andersen's Jordbærkjælder*, for strawberries and cream (Jordbær med Fløde, 50 ø.), quite an institution.

Cabs (1-4 pers.). Per drive within the city (including the station, harbour, and Christianshavn) 70 ø., beyond the boundary 30 ø. more. Per hour ('timevis') $1^1/_2$ kr.; beyond the city 2 kr.; each $^1/_4$ hr. more 40 ø. — Double fares from midnight to 6 a.m. — Trunk 15 ø., small articles free.

Tramways (*Sporveie;* cars, *Sporvogne*). The following are the most important lines for visitors: 1. FROM THE KONGENS NYTORV (p. 334; Pl. K, 5, 6): a. Viâ Bredgade and the Esplanade to the *Triangel* (Pl. I, 1), where the STEAM-TRAMWAY to Klampenborg, viâ Charlottenlund, etc., starts; — b. Viâ the Store Kongensgade to the *Triangel* (see above); — c. Viâ the Gothersgade and the suburb of *Nørrebro*, to the Nørrebro station on the railway to Helsingør and Klampenborg; — d. Viâ Holmens-Canal, past the palace of Christiansborg, and across the Halmtorv to the *Tivoli* and the palace of *Frederiksberg;* — e. Omnibus viâ the Østergade and Vimmelskaftet to the *Tivoli*, and thence (tramway) to *Frederiksberg.* — 2. FROM THE HALMTORV (Pl. H, 7): a. Viâ the Farimagsgade to the *Triangel* (see above); — b. Viâ the Ladegaardsvei and Falconer-Allee to *Frederiksberg.* — 3. FROM THE TIVOLI: a. Viâ the Vestervoldgade, past Christiansborg, and across the harbour to *Christianshavn* (Pl. L, 8); — b. Viâ the Gamle Kongevei and Smallegade, and through the Vesterbrogade and the Allee to *Frederiksberg.* — 4. FROM ST. ANNÆ-PLADS (Pl. L, 5) viâ the Bredgade, Dronningens Tvergade, Kronprinsessegade, Sølvgade, etc. (Pl. I, H, G, 4, 3).

Baths. *Turkish Baths*, Tordenskjoldsgade 10 (Pl. K, L, 6; warm bath 75 ø., Turkish 1 kr. 80 ø.); *Ryssensteen*, by the Langebro (Pl. I, 8). — The *Sea Baths* at Klampenborg (p. 344) are the best; others on the Strandvei; those on the Lange Linie are too near the drains.

Post Office (Pl. 31; I, 6), Store Kjøbmagergade 33; open 8 a.m. to 9 p.m.; Sun. 8-9 a.m., 12-2 and 5-7 p.m.; poste restante to the right. Postage for a letter within Denmark 8 ø., within the town 4 ø., to England 20 ø. — **Telegraph Office,** in the same building, entrance from the Valkendorfsgade.

Shops. Beautiful copies of THORVALDSEN'S SCULPTURES at the *Royal Porcelain Factory*, Amagertorv 10; *Bing*, Amagertorv 8; *Brix*, Nygade 2. — TERRACOTTAS (statuettes, etc.): *Ipsens Enke*, Bredgade 33. — PHOTOGRAPHS: *Tryde*, Østergade 1; *Bergmann & Hansens*, Kongens Nytorv 34; *Salmonsen*, Holbergsgade 2 (in the Hôtel de l'Europe). — DANISH GLOVES, good and not expensive: in the shops in the Østergade and Kjøbmagergade (*Christensen*, Østergade 8).

Booksellers. *C. G. Ursin's Efterfolger (J. Holm)*, Kjøbmagergade 8; *Höst*, Gothersgade 49; *Lehmann & Stage*, Klareboderne 3; *Wilh. Prior*, by the Round Tower (p. 341), etc.

Theatres. *National Theatre* (Pl. 41; K, 6; p. 208), from 1st Sept. to 31st May, good acting and ballet. Ordinary charges (sometimes increased 50-100 per cent): front stalls $3^1/_2$, second stalls $2^3/_4$, pit 2, dress-circle 3 kr. — *Casino Theatre* (Pl. 40; L, 5), Amaliegade 10, much frequented. — *Folke-Teater* (Pl. 9; H, 5), Nørregade 31. — *Dagmar Theatre* (Pl. 50; H, 7), Jernbanegade, etc.

The **Tivoli** (Pl. H, 7; admission 50-75 ø., programme 10 ø.), outside the Vester-Port, not far from the railway station, is a large and very popular establishment for all kinds of amusements, concerts, theatre, panorama, switchback-railway, fire-works, etc. The performances generally begin at 6 and end about 10 p.m. The concerts (classical concert on Sat., frequented by the better classes) end about 11 p.m. — The *Etablissement National* (adm. 50 ø.) opposite the Tivoli, the *Sommerlyst*, and other cafés in the Frederiksberg Allee (p. 344), are similar places of recreation, with farces, operettas, etc. — *Circus*, Jernbanegade. — *Panopticum*, see p. 344.

Legations and Consulates. British Minister *G. H. MacDonell, Esq.*, Bredgade 26; American Chargé d'Affaires, *Hon. C. E. Carr*, Store Kongensgade 68; British Consul, *A. P. Inglis, Esq.*, Holbergsgade 28; American Consul, *H. B. Ryder, Esq.*, Holbergsgade 26.

English Church *(St. Alban's)*, Grøningen Esplanade, between the citadel and the custom-house (Pl. F, 3, 4); services at 11 a.m. and 4 p.m.; *Rev. C. A. Moore, M. A., B. C. L.*, chaplain to the British Legation, Bredgade 26.

Diary (comp. the 'Erindringsliste' in the newspapers, as the hours are frequently changed).

Anthropological Museum (p. 343), from 1st May to 30th Sept., Sat. 9-11.
**Antiquities, Northern* (p. 339), from 1st May to 30th Sept. daily, except Sun., 2-4; from 1st Oct. to 30th April, Thurs. 12-2
Antiquities, Royal Collection of (p. 340), Tues. 12-2.
Botanical Garden (p. 342), daily from 1 till dusk; palm-house and hot-houses, from 1st April to 31st Oct. daily, 2-6.
Coins and Medals, Royal Collection of (p. 340), from 1st May to 31st Oct., Mon. 12-2; open to scientific visitors on Wed. and Frid. also, 12-3.
Danish National Museum (p. 344), daily 11-6, in winter till dusk, 50 ø.
Engravings, Royal Collection of (p. 340), Tues. and Frid. 11-2. Catalogue 50 ø.
**Ethnographical Museum* (p. 340), daily, except Sun., 10-12.
**Fruekirke* (p. 340), daily 9-11, in winter 10-11 (sacristan 25 ø.).
Library, Royal (p. 336), week-days 11-2, reading-room 10-3, closed from 23rd June to 22nd July or from 23rd July to 22nd Aug.
Mineralogical Museum, Frid. 11-2.
**Ny-Carlsbergs-Glyptothek* (p. 344), daily from 1st April to 30th Sept. 12-3, from 1st Oct. to 31st March 1-3, 50 ø.; Sun. and holidays free.
Picture Gallery, Royal, in the Palace of Charlottenborg (p. 334), daily, except Mon., 11-2; closed Feb.-July.
**Picture Gallery, Moltke's* (p. 342), from 1st May to 31st Oct., Mon. and Thurs. 12-2. Strangers are also admitted at other times on application one day in advance at the Moltke Palace.
Picture Gallery, Permanent, in the Concert Building (Pl. 48; L, 5), Bredgade, modern works chiefly by Scandinavian artists; daily 9-4; 50 ø.
**Rosenborg, Palace of* (p. 341), daily, on application made a day or two before; fee 6 kr. for 1-12 persons. Tickets at the lodge between the palace and the entrance in the Østervoldsgade. In summer parties are conducted through the palace every hour, the time being marked on the tickets. An English-speaking guide is assigned to those who apply for one on taking the tickets. A single traveller may join a party at his hotel or may get a ticket for the purpose at one of the shops in the Østergade (Nos. 59, 61, etc.).
Round Tower (p. 341), daily 9-6; 10 ø.
***Thorvaldsen Museum* (p. 336), from 1st May to 30th Sept., Sun. 11-2, Tues., Wed., and Frid. 11-3, free; other days 11-3, 50 ø.; in winter, Wed. 12-3, free; sticks and umbrellas 5 ø. for each person.
Zoological Garden (p. 344), daily, 40 ø.
Zoological Museum (p. 341), Sun. and Wed. 12-2.

Principal Sights. Fruekirke (p. 336); Thorvaldsen Museum (p. 336); Northern Antiquities (p. 339); Ethnographical Museum (p. 340); view from one of the towers mentioned at pp. 336, 341; walk along the Lange Linie (p. 347); an evening at the Tivoli (p. 332); Frederiksborg (p. 349); Klampenborg Deer Forest (p. 348); and if possible an excursion to Helsingør (p. 350 a).

Copenhagen, Dan. *Kjøbenhavn* or *København* ('merchants' harbour'), the capital of the kingdom of Denmark and the residence of the king, with 375,250 inhab., including the suburbs, lies in 55° 40′ 42″ N. lat. on both sides of the *Kallebodstrand*, a narrow and deep strait of the *Sound* which separates *Zealand* from the small island of *Amager*. This strait forms the excellent *Harbour*, to which the city was indebted for its early prosperity in trade. The commercial harbour is separated from the war-harbour ('Orlogshavn') by a palisade intersecting the Kallebodstrand from N. to S.

Down to 1870 the city was fortified on the side next the sea only, but fortifications are now being constructed on the landward side also. Several of the art and science collections of Copenhagen are of the highest rank.

Copenhagen was founded in the 12th cent. by Axel, Bishop of Roeskilde, on the site of a fishing-village mentioned as early as 1043 (whence its original name *Axelhus*), and increased so rapidly through its trade that King Christopher the Bavarian made it his capital and residence in 1443. Christian IV. (1588-1648; p. lxviii), the most popular of the Danish kings, renowned not only as a warrior, but also as a wise ruler and a patron of industry and commerce, of science and art, greatly extended the town, chiefly by founding the *Christianshavn* quarter on the island of Amager. In his reign the Palace of Rosenborg, architecturally the most interesting building in the city, was built, as well as the once strong fortifications, which successfully defied Charles X. of Sweden in 1658 and 1659, and the united British, Dutch, and Swedish fleets in 1700. The development of the city was powerfully influenced by the so-called Royal Law of 1665, by which the Danish people and clergy, jealous of the power of the nobility, conferred absolute sovereignty upon King Frederick III. (1648-70; p. lxviii). Thenceforward Copenhagen became more and more distinctly the material and intellectual centre of the nation. The city suffered severely at the beginning of this century from the naval battle of 2nd April, 1801, and from the bombardment of the city and capture of the fleet by the British, 2nd-5th Sept., 1807. The occasion of the former was the alliance concluded by Denmark with Sweden and Russia, of the latter the necessity of preventing the Danish fleet from falling into the hands of the French. Copenhagen is now the centre of the whole trade of Denmark (imports 1,207,478, exports 266,259 tons). In 1888 the citizens owned 429 ships (151 steamers). The staple commodities are grain, leather, wool, train-oil, butter, etc. The industries (porcelain, machinery, beer, paper) are less developed.

Near the centre of the city, and forming the boundary between the business quarters on the S.W. and the fashionable quarters to the N.E., lies the Kongens Nytorv (king's new market, Pl. K, L, 5, 6), a large irregular space, from which thirteen streets radiate, the busiest being the *Østergade* (with handsome shops, and its continuation the *Amagertorv* and *Vimmelskaft*), the *Gothersgade*, *Store Kongensgade*, *Bredgade* (p. 342), *Nyhavn*, and *Tordenskjoldsgade*. In the centre rises the *Equestrian Statue of Christian V.* (d. 1699), cast in lead, and popularly called 'Hesten' (the horse). On the E. side is the palace of **Charlottenborg,** the seat of the *Royal Academy of Art* (Pl. 20; K, L, 6) since 1754; the hall of the meetings contains portraits and busts. Behind the Academy is the new *Art Hall* (*'Kunstudstillingsbygning'*; entered from the Nyhavn), in which the *Royal Picture Gallery* (Kongelige Maleri-Samling; Pl. 19; L, 6), has been temporarily placed. As, however, the building is used for annual exhibitions of art from 1st March to 30th June, the royal gallery is then removed. Hence frequent changes in the arrangement of the pictures. Adm., see p. 333; Danish catalogue 25 ø. (hung up in each room).

The Copenhagen Gallery, which now contains about 800 works, 395 by old masters, 64 by unknown, and the rest by modern painters, ranks high among collections of the second class. The Dutch Masters of the 17th cent. are best represented. The works of the Italian School include some of the gems of the collection, such as *Caravaggio's* Gamblers (No. 59), the Meeting of SS. Joachim and Anna by *Filippino Lippi* (No. 182), *Man-*

tegna's Pietà (No. 201), and the portrait of Lorenzo Cibo (No. 206) by *Parmigianino.* — The only good example of the Early Netherlandish Masters is a small picture by *Stuerbout* (No. 92). — The German School is represented by two good examples of *Cranach*, the Judgment of Paris (70) and Venus and Cupid (69). — Among the few works of the Flemish School observe two by *Rubens*, the Judgment of Solomon (288) and the masterly portrait of Matthew Irselius (289). — The Dutch Masters have contributed several hundred works, but we miss several famous names. *Rembrandt* is illustrated by the Jesus at Emmaus (272) and two admirable portraits (273, 274); and nearly all his pupils are represented: *G. Dou* (88, 89), *Gov. Flinck* (104), *Bol* (47, 48, 49), *Victors* (366-369), and others are all seen here at their best. About half of the Dutch works are landscapes. A few masters of the first rank, such as *Jacob van Ruysdael* (294-298) and *A. van Everdingen* (96-100), are well represented; and among the landscape-painters of the second class may be mentioned *Jan Both* (50, 51), *Dubbels* (90), *Hackaert* (117), and *Swanevelt* (339).

Among the Modern Masters the Danish are of course the most prominent, and many of their works are of very high merit: *Abildgaard* (d. 1809; 461-479); *J. A. Carstens* (d. 1798; 507, 508); *C. W. Eckersberg*, chief of the modern Danish school (d. 1853; 531-541); the genre-painters *W. Marstrand* (657-665) and *C. Bloch* (493-498); the landscape-painters *J. T. Lundbye* (647-654), *C. P. Sørensen* (746-749) and *C. Neumann* (680, 681); *H. Hansen*, architecture (582-586); *O. Bache*, animals and landscapes (482-484); *El. Jerichau-Baumann*, paintress of portraits (597, 598); *J. W. Sonne*, genre (734-744); *F. Vermehren*, genre and portraits (752-758).

To the S. rises the **National Theatre** (Pl. 41; K, L, 6), a handsome Renaissance structure by *Petersen* and *Dahlerup*, built in 1872-74. To the right and left of the entrance are bronze statues of the Danish poets, *Holberg* (1684-1754), by Th. Stein, and *Oehlenschläger* (1779-1850), by Bissen. Ludwig Holberg, born at Bergen in Norway, but a professor in Copenhagen from 1717 till his death, is the founder of Danish comedy. Adam Oehlenschläger, another Copenhagen professor of the same period (1820-50), is Denmark's greatest dramatist.

Passing the theatre and following the tramway-line, we pass a statue of the Danish naval hero *Niels Juel* (p. 352; d. 1697) and the *National Bank* (Pl. 30; K, 6), and reach the *Palace Bridge.* By the bridge, on the left, is the Holmenskirke (Pl. 10; K, 7), built early in the 17th cent. and recently restored. A side-chamber contains the monuments of the naval heroes Niels Juel and Peter Tordenskjold (p. lxix), which are of little artistic value. Sermon on Sunday forenoons. The sacristan ('Kirkebud') lives at Laxengade 16, corner of Holmensgade.

The **Christiansborg Palace** (Pl. I, K, 7), situated on an island, which was fortified in 1168 by Bishop Axel (*Axelhus*; p. 334), occupies with its numerous dependencies a small quarter of its own. The present building, by *Hansen*, completed in 1828, replaces one erected by Christian VI. in 1733-40 and burned down in 1794, and was itself destroyed by fire in October, 1884. It is intended to rebuild it in an altered form. In front rises an *Equestrian Statue of Frederick VII.*, the founder of the constitution (1848-63), in bronze, by Bissen, erected in 1873. Around the statue are placed allegorical figures of Strength, Wisdom, Health, and Justice (the last two executed by Bissen), designed by Thorvaldsen, which flanked the portal of the palace before the last fire.

The *Upper* and *Lower Chambers*, which used to meet in the left wing of the palace, have taken up their quarters provisionally in the Cadet Academy. The *Supreme Law Courts (Høieste Ret)*, expelled by the fire from the right wing of the palace, sit for the present in a palace belonging to the King of Greece, in the Bredgade (p. 342).

In a wing which escaped the flames are the **Royal Stables**; and, on the N. side, the **Court Chapel** (Pl. 15; I, 6). Another wing (S. E.) contains the **Royal Library** (Pl. 18; K, 7; entrance from the Tøihusgade; adm., see p. 333), founded by Christian III. about the middle of the 16th cent., and now one of the finest in Europe, containing 550,000 vols. and upwards of 20,000 MSS. The adjoining **Arsenal**, with its historical collection of weapons, is open in summer on Wed. 1-3, gratis.

On the quay, to the E. of Christiansborg, rises the **Exchange** (Pl. 3; K, 7), erected in 1619-40 in the Dutch Renaissance style, with a tower 165 ft. high, the top of which consists of four dragons with entwined tails. The hall, entered from the side next the palace, contains a statue of Christian IV. in bronze, by *Thorvaldsen*. The lower part of the building is occupied by shops, the upper by offices. Business hour 1.30 to 2.30 p. m. daily (adm. after 2 p. m., 20 ø.).

The *Knippelsbro* at the back of the Exchange crosses the harbour to the *Christianshavn* quarter (p. 334; tramway), where the curious tower of **Vor Frelsers Kirke** (*Church of Our Redeemer*, Pl. 7; L, M, 7), erected in 1749, rises conspicuously (286 ft. in height). A winding staircase (397 steps) outside ascends to the top, which is crowned with a figure of the Redeemer. *View, extending to the coast of Sweden. 'Graver', or sacristan, St. Annægade 19; fee for 1-12 pers. 2 kr.

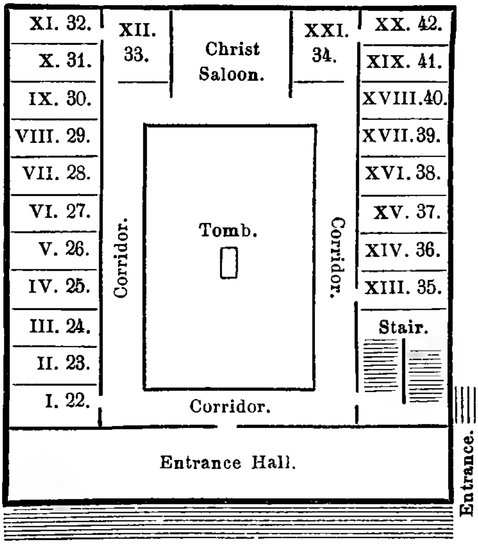
On the N.W. side of the palace stands the ****Thorvaldsen Museum** (Pl. 43; I, 6, 7), a sombre edifice erected by *Bindesbøll* in 1839-48 in the style of an Etruscan tomb, now sadly in need of repair. Over the portico of the façade is a goddess of victory in a quadriga, in bronze, designed by Thorvaldsen and executed by *Bissen*. The other three sides of the building are adorned with a series of scenes in plaster, representing the reception of the great master at Copenhagen on his return in 1838 after eighteen years' absence. Entrance (adm. see p. 333) by the small door opposite the palace. — The Museum contains not only a very extensive collection of the works (originals in marble, plaster models, designs; catalogue 45 ø.) of the greatest artist of the North, but also his grave, which occupies the inner quadrangle. The connection is suggestive, for never were the life and work of a creative genius more closely interwoven than in the case of Thorvaldsen. While devoting himself so entirely to the ancient style of art, he happily maintained that native simplicity and freedom from affectation to which his creations owe their greatest charm.

ALBERT or BERTEL THORVALDSEN was born on 19th November, 1770. His father, an Icelander, who claimed descent from the ancient Kings of his native island, settled at Copenhagen as a ship's carpenter and carver of figure-heads, so that the boy was familiar from his earliest days with some of the tools of his future profession, and acquired freedom of touch by first approaching his work on its practical side. He entered the Academy of Art at the age of eleven, and in 1793 gained the grand prize, which required him to study in Italy. He did not set sail, however, till 1796, employing the three intervening years in producing busts and reliefs. He arrived at Rome on 8th March, 1797, and entered upon a long period of obscure and patient labour, during which even his friends began to feel doubtful of his gifts. Rome, robbed of most of her treasures of art after the Peace of Tolentino, could scarcely be called the most fitting school for the study of sculpture; but Thorvaldsen persevered, studying the works of Carstens, copying antique busts, and lending an attentive ear to the advice of his distinguished countryman, Zoëga, the archæologist. The first model of his statue of *Jason*, prepared in clay, as he could not afford to buy plaster of Paris, broke in pieces, and the second failed to find a purchaser. He was at last on the point of returning to Copenhagen, when he received from *Thomas Hope*, the wealthy English banker, an order for its reproduction in marble (1803). The tide had now turned, and thenceforward his career was happy and prosperous. He remained in Rome, and did not revisit his native country till 1819, when he had become the most famous sculptor in Europe. This latter part of Thorvaldsen's first residence in Rome, 1803-1819, was undoubtedly the most important period in his career. It was then that he mastered the grounds on which antique sculpture may still serve as a model to the modern artist. He was no mere imitator of the antique, like so many of his predecessors: his very soul was imbued with its spirit. Like Winckelmann, he seemed to possess an intuitive knowledge of the laws of Greek art while still almost a stranger to its products. He gave back to statuary the dignified repose which the exaggerated unrest of rococo sculpture had destroyed, and at the same time skilfully avoided the risk of insipidity. He restored the degraded art of relief to its pristine purity, rejecting all pictorial elements, with the result that what was lost in perspective and realism was more than compensated for by pure ideality. He distinguished with unerring judgment between antique ideals that had a merely temporary value, or for the embodiment of which we now lack strength and insight, and those that possessed true immortality. Love-scenes, in particular, formed one of his favourite themes, and he strove to realise in sculpture the images of the Anacreontic muse. Plastic *Genre*, if the expression is allowable, was specially enriched by the quaint fancy of his works. His genius was characterised by marvellous facility of production and by a power of utilising even momentary observations for the purposes of his art. Numerous anecdotes are told of the speed of his modelling and of the tact with which he induced his living models to assume unconsciously the attitudes he desired. Masterpiece followed masterpiece in uninterrupted succession during the whole of this period. His finest statues were *Bacchus*, *Ganymede* (1805), *Psyche* (1806), *Adonis* (1808), the *Shepherd Boy* (1817), *Mercury* (1818), and the *Graces* (1819). The *Procession of Alexander*, executed by order of Napoleon for the decoration of the Quirinal in 1811, is the greatest of his basreliefs, and in no other work has Thorvaldsen made a closer approximation to Greek art. The reliefs of *Day* and *Night* (1815) and the *Seasons* are probably the most widely known of all modern sculptures. The sculptor's skill in depicting the youthful god of love did not desert him even in his old age. The *Ages of Love* (1824) so delighted the Pope, when visiting the sculptor's studio, and so absorbed him in contemplation, that he forgot to bestow on the master the customary apostolic benediction.

His visit to Copenhagen formed an important epoch in Thorvaldsen's career. Thenceforth he devoted himself chiefly to Christian themes, chiefly for the decoration of the Fruekirke; but these works, beautiful and dignified as they are, lack the fire of his youthful productions. He was now recognised as the first of living sculptors, and was in request for almost every important monument erected in Europe; but his strength did not lie in portraiture, where the difficulties of modern costume proved almost insurmountable. His studio was thronged by pupils of almost every nation. He produced in all about 500 works, but many of the latest are practically school-pieces and lack the direct impress of his personal genius.

In 1820 he returned to Rome, where he remained nineteen years more. In 1838 he abandoned the active practice of his profession and returned to Denmark to spend the evening of his life, revisiting Rome, however, in 1842. On 20th March, 1844, he died suddenly while attending the theatre at Copenhagen.

Ground Floor. From the entrance we proceed straight through the corridor and turn to the left into the Vestibule. (The dates indicate the time when the works were modelled, whereas their execution in marble often took place much later and was partly carried out by Thorvaldsen's pupils.) No. 128. Elector Maximilian I. of Bavaria (modelled 1833-34; bronze at Munich); to the left, 123. Poniatowski (1827; designed for Warsaw), these two being colossal equestrian statutes; 142-145. Monument of Pius VII. (1824-31; Rome).



I.-XXI. Ground Floor. 22.-42. First Floor.

Corridor. To the left and right of the entrance from the vestibule: 55, 56. Caryatides from the coronation-room at Christiansborg (1813); to the left, 119. Dying lion, guarding the French fleur-de-lys (1819; Lucerne). Then farther on, to the right: 575-578. The Evangelists, reliefs in marble (1833); 59-70. John the Baptist preaching, from the pediment of the Fruekirke (1821-22; p. 340); 162. Thorvaldsen leaning on a statue of Hope. — We now retrace our steps, glancing at the tomb-reliefs on the pillars between the windows, and enter the cabinets adjoining the corridor on this side.

Cabinet I. *40, *42. Ganymede (1805 and 1816). — Cab. II. *27. Cupid and Psyche (1804); *426. The Ages of Love (1824); 430. Cupid reviving the fainting Psyche (1810); 585, 587. Genii, reliefs (1833). — Cab. III. 29. The Graces and Cupid (1819); 430. Dance of the Muses on Helicon, relief (designed in 1804, altered in 1816); 371, 396, 397, 375, 393. Cupid idylls, reliefs (1831-33). — Cab. IV. 11. Venus with the apple of Paris (1813-16); *414. Winter (1823), *410, *412. Summer and autumn (1811), reliefs. — Cab. V. *51. Jason with the golden fleece (1803); *492. Achilles binding up the wounds of Patroclus; 495. Achilles with the dead body of the Amazon Penthesilea (1837), four reliefs. — Cab. VI. *38. Hebe (1816); 321-324. Hercules and Hebe, Æsculapius und Hygieia, Minerva und Prometheus, Nemesis and Jupiter, reliefs (1808-10). — Cab. VII. 6. Mars and Cupid (1810); 499. Hector with Paris and Helen (1809); *501. Hector bidding farewell to Andromache and the young Astyanax (1837); 502. Homer singing to the people. — Cab. VIII. 46. Hope (1818); *367, *368. Morning and Night, reliefs (1815). — Cab. IX. 8. Vulcan (1838); 497. Athena awarding to Odysseus the arms of Achilles, relief (1831). — Cab. X. *4 Mercury as the slayer of Argus (1818); 352, 354, 407, 416. Pan, Satyr, and Cupid groups (1818-33). — Cab. XI. 166. Countess Ostermann (1816); 171. Princess Bariatinska (1818); 451. Cupid and Hymen (1840); 618. Death of Baroness Schubart (1818). — Cab. XII. 124. Equestrian statue of Prince Poniatowski (1827); 257. Lord Byron; and a number of busts in marble.

The Christus Room (the Cella) contains the models of the Sculptures for the Fruekirke mentioned at p. 340. — We now descend the Corridor. On the pillars between the windows are fine reliefs. To the left: 252. Apotheosis of Napoleon, marble bust (1830); 233. Lewis I. of Bavaria (1822); 255. Sir Walter Scott. — We then enter the cabinets on this side.

Cab. XIII. 131. Lord Byron, with relief on the pedestal (1831); 343. Cupid listening to the song of Erato (1830); 365. The three Fates, relief (1834). — Cab. XIV. *44. Ganymede with the eagle of Jupiter (1817), on the plinth; *389. Cupid on a lion (1831); 391, *417. Cupid groups, the latter (Cupid stung by a bee and complaining to Venus; 1809), charming; *424. Shepherdess with a nest of Cupids (1831); 484. Hylas and the nymphs (1833). — Cab. XV. 359. Victory inscribing a heroic deed on her shield (1830); 514. Alexander the Great induced by Thaïs to set the temple of Persepolis on fire (1832). — Cab. XVI. 22. Cupid triumphant (1814); *377-380. Four reliefs, Cupid as ruler of the elements (1828); 395, 454. Cupid groups (1831). — Cab. XVII. *53. Adonis (1808); 480. Nessus and Dejaneira, relief (1814). — Cab. XVIII. 31. The Graces with Cupid's shaft (1842). — Cab. XIX. *176. Shepherd-boy (1817); 482. Hylas and the nymphs, relief (1831); *638-641. The four ages of man and the Seasons (1836). — Cab. XX. 162A. Thorvaldsen, marble statue (1839); 232. Lewis I. of Bavaria (1822). — Cab. XXI. 150. Conradin, the last of the Hohenstaufen (1836; marble at Naples); 152. Christian IV.

On the staircase leading to the Upper Story: Hercules or Strength, from the portal of the Christiansborg Palace (1843; p. 335). — Above, in the Corridor, to the left: *508. Alexander's Entrance into Babylon (1812; original in the Villa Carlotta on Lake Como), on a reduced scale and somewhat altered; 509. Variation of the central part. On both sides of the corridor are a number of models and casts: 2. Bacchus; 3. Apollo (both of 1805); 37. Hebe (1806). — In Cabinets 22-32 is Thorvaldsen's collection of paintings, including works by *Overbeck*, *Cornelius*, *W. Schadow*, *Leopold Robert*, *Richter*, *Horace Vernet*, etc.; also statues by Thorvaldsen. In Cab. 24, Love triumphant (1823); 214-216. Busts of Count and Countess Danneskjold. Cab. 25. Georgina Russell ('la fanciulla'; 1814). Cab. 26. Dancing girl (1837). Cab. 27. Cupid playing the lyre (1819). Cab. 29. Cupid with the bow (1814). Cab. 31. Psyche (1811). In Cab. 32 selections from Thorvaldsen's rich collection of engravings and drawings are exhibited (periodically changed). Cab. 33. Sketches, designs, etc., by Thorvaldsen (139, 140. Goethe, 1839). Cab. 34. 649. Marble chimney-piece by Thorvaldsen; also casts from the antique. Cabinets 35-40 contain Thorvaldsen's collection of antiques, Cab. 41 his library, and Cab. 42 his unfinished works, furniture from his apartments, and his bust, by *Bissen*.

The sunk-floor, containing relics, casts, works by Thorvaldsen's pupils, etc., is open on Wed., 11-3.

On the Frederikholms-Canal, to the S.W. of the Christiansborg, beyond the bridges, is the **Prindsens-Palais** (Pl. 33; I, 7), once a residence of the Danish crown-princes, and now containing several fine collections.

1. The *Museum of Northern Antiquities (*'Nordiske Oldsager'*; entrance straight through the court; adm., see p. 333) was founded in 1807 on the initiative of *Prof. Nyerup*, extended between 1815 and 1865 under the care of *C. J. Thomsen*, and re-arranged in 1866-69 by the late director *Worsaae* (d. 1885). It is one of the finest of its kind in existence, being rivalled only by the museum at Stockholm (p. 287), and is invaluable to the historian of

early civilisation, especially in Scandinavia. The objects it contains, about 40,000 in number, are arranged in chronological order. Catalogue (75 ø.) hung up at the entrance.

There are five leading departments. 1st. Flint Period (Rooms 1-3): mainly objects from the 'Kjökkenmöddinger' or 'kitchen-middens', as the prehistoric mounds of bones, shells, table-refuse, etc., found on the Danish coast, are termed. — 2nd. Bronze Period (Rooms 3 and 5): chiefly weapons and ornaments, showing a well-developed art of casting, probably acquired from the South. — 3rd. Iron Period (Rooms 6-8): articles found in peat-moors. The objects show a new and curious style of art, and are often inscribed with written characters (Runes). Silver, ivory, and glass, hitherto unknown, now appear. Roman coins (down to A.D. 217), Roman vases, etc., indicate increasing intercourse with southern nations. Also rich gold ornaments. — 4th. Mediæval Christian Period (Rooms 9-15; from about 1030 to 1536): weapons, ecclesiastical objects, etc. — 5th. Modern Period (Rooms 16-19). The last two departments are on the first floor.

2. The *Ethnographical Museum (adm. p. 333; entrance to the left in the court) is also one of the most extensive in Europe.

There are 35 rooms in all. The chief departments are: 1st. Ancient Times, comprising European antiquities (except those of the North), Asiatic, African, and American; 2nd. Modern Times, embracing objects from primitive or barbarous non-European nations, illustrative of their arts of war and peace (Greenland and India well represented). — Catalogue, 50 ø.

3. The Royal Collection of Antiquities (adm. p. 333) contains Egyptian, Assyrian, Phœnician, Etruscan, Greek, and Roman antiquities, of no great value.

4. The Royal Collection of Coins and Medals (adm. p. 333) contains over 30,000 specimens.

5. The Royal Collection of Engravings (adm. p. 333) consists of upwards of 80,000 plates, the most valuable being those by *Dürer*, presented to Christian II. by the artist himself in 1521. Few of the old drawings are of value.

From the Prindsens-Palais the Raadhusstræde leads N.W. to the Nytorv og Gammeltorv ('new and old market'; Pl. H, I, 6). To the left in the Nytorv is the Town Hall (Pl. 34), erected by *Hansen* in 1815, with a portico; in the tympanum are the words with which the Jutland Code of 1240 begins: '*Med Lov skal man Land bygge*' ('with law one must establish the land'). The busy *Nygade*, and beyond it the *Vimmelskaft* and the *Østergade*, lead hence to the Kongens Nytorv, and form one of the briskest thoroughfares in the city (comp. p. 334).

Passing the fountain in the Gammeltorv we soon reach the Protestant ***Vor Fruekirke** ('Church of Our Lady'; Pl. 8; H, I, 6), the metropolitan church of Denmark, a simple but impressive structure built by *Th. Hansen* in the so-called Greek Renaissance style, replacing one which was destroyed in 1807.

On the right and left of the entrance are statues of Moses and David, by *Bissen* and *Jerichau*, pupils of Thorvaldsen. The tympanum contains a group of John the Baptist preaching in the wilderness, in marble (1822); over the entrance, Christ's Entry into Jerusalem, a bas-relief (1840), both by *Thorvaldsen.*

Interior (adm. p. 333). The sole ornament consists of exquisite *Marble Statuary, designed and partly executed by *Thorvaldsen* (1821-27): a Risen

Christ and the Twelve Apostles, over life-size; a Kneeling Angel of striking beauty, with a shell as a font; relief of the Bearing of the Cross (1839), over the altar; in the two chapels, reliefs of the Baptism and Last Supper (1820); above the alms-basin, by the entrance, Guardian Angel (1838) and Charity (1810). St. Paul (who is substituted for Judas), with the sword, entirely executed by the great master himself, is probably the finest of the apostles; SS. John, James, Matthew, and the pensive Thomas are next in excellence.

The *View from the gallery of the tower (236 steps) is similar to that from the Round Tower (see below). The sacristan (to be found in the tower, 9-11 o'cl.) lives at Studiestræde 16, sunk-floor (adm. 25 ø.; for 4-12 pers. 1 kr.).

In the Frue-Plads, to the N. of the church, are monuments to the naturalist *Schouw* (d. 1852), the theologian *H. N. Clausen* (d. 1877), the philologist *Madvig* (d. 1886), the composer *Weyse* (d. 1842), *Bishop Mynster* (d. 1854), and *Bishop Martensen* (d. 1884).

The N. side of the square is bounded by the **University** (Pl. 45; H, I, 6), founded by Christian I. in 1479, and re-organised in 1788. It is attended by 1200 students, and has a staff of 70 professors. In the N.E. angle of the square is the University Library (Pl. 46; I, 6), with 200,000 vols. and 4000 MSS., comprising many early Persian and Indian (reading-room open 11-3). Behind the University is the extensive Zoological Museum (Pl. 97; H, 6), containing a separate department for whales (entrance in the Krystalgade; adm. p. 333). Adjacent is the Mineralogical Museum (Pl. 24; Frid., 12-2).

The Krystalgade leads hence to the N.E. to the *Church of the Trinity* (Pl. 16), with its **Round Tower** (*det runde Taarn*, Pl. 36; I, 5; adm. p. 333), 116 ft. high, built as well as the church itself in the reign of Christian IV., and commanding an admirable *View of the city and environs and of the Swedish coast in the distance. The tower is ascended by a broad and winding brick causeway. To the S. of the church is a monument to the poets *Ewald* (d. 1781) and *Vessel* (d. 1785). — The busy *Store Kjøbmagergade*, with its numerous shops, leads hence S.E. to the Amagertorv.

Towards the W. the broad Nørrevoldgade and Østervoldgade, occupying the site of the old fortifications, and commonly known as the 'Nørre Boulevard', separate the old town from the new quarters. In the Østervoldgade is the entrance to the royal palace of —

***Rosenborg** (Pl. 35; I, 4), a simple but effective Renaissance edifice, begun by Christian IV. in 1604, with pediments and several towers, of which the highest measures 165 ft. It was the favourite residence of its founder, and from his death till the middle of the 18th cent. was often occupied by the Danish monarchs, who fitted up rooms according to the taste of the day, and here deposited their jewels, state-weapons, coronation-robes, uniforms, and other valuables. More recently the collection was supplemented from other royal palaces, and arranged in chronological order down to 1863. It now affords an admirable historical survey of the advance of art and culture in Denmark. Adm., see p. 333 (no fee to attendant). Illustrated catalogue 2 kr., abridgment 60 ø.

The Chronological Collection is divided into three main sections: I. Reign of Christian IV., and the preceding period (1448-1648); II. From 1648 to 1800; III. Recent times. The Renaissance penetrated to Denmark in the reigns of Frederick II. (1559-88) and Christian IV. (1588-1648), and its first simple but vigorous form is called in Denmark the 'Style of Christian IV'. The finely panelled Audience Chamber (containing the Oldenburg horn of 1474, the orders of Frederick II., etc.) and other rooms of this king are well preserved. Here and in other rooms are numerous specimens of the insignia of the Order of the Elephant, the highest Danish order, instituted in 1474 and confirmed in 1693. — The *Marble Chamber, in Section II, dating chiefly from the reign of Christian V. (1670-99), is a good example of the rise of the rococo style. Christian VI.'s apartments (1730-46) contain numerous ivory carvings by *Magnus Berg* (1666-1739). — To Section III belong the memorials of Frederick VI., Christian VIII., and Frederick VII., the kings of the present century.

The garden adjoining the palace is adorned with a *Statue of Christian IV.*, by Thorvaldsen.

On the E. side of the palace lies the **Rosenborg-Have** (Pl. I, K, 4), originally laid out in the French style, but afterwards altered in English taste. It contains two cafés, a pavilion for mineral waters, etc., and is a great resort of nurses and children. Entrances in the Nørrevoldgade and the Kronprindsessegade. On the N. side is a *Statue of Hans Christian Andersen*, the author (d. 1875), by Saabye.

On an old bastion to the W. of the Østervoldgade stands the *Observatory* (Pl. I, 4), in front of which rises a statue of the Danish astronomer *Tycho Brahe* (1546-1601), by Bissen.

The adjacent **Botanic Garden** (Pl. H, I, 4), laid out on the old fortifications, affords pleasant walks. Entrance at the corner of the Voldgade and the Gothersgade (adm. p. 333).

Farther N., a new *Museum* (Pl. I, 4) is now being erected from the design of Dahlerup, and will probably be completed in 1893. The ground-floor will contain sculptures and the first floor the royal picture-gallery. — Adjacent is the new building of the *Polytechnic School* (Pl. 32; I, 4), an institution founded in 1829.

In the direction of the railway station lies the small *Ørsted Park* (Pl. G, H, 5, 6), with statues of *Ørsted*, the naturalist (d. 1851), by Jerichau, the Maid of Orleans, by Chapu, and other statuary.

The Aristocratic Quarter of Copenhagen, to the N.E. of the Kongens Nytorv, consists of the *Bredgade* (Pl. L, 5, 4), from which the *St. Annae-Plads* runs down to the harbour, and the *Amalie-Gade.*

At No. 2 Dronningens Tværgade, corner of the Bredgade, is the ***Picture Gallery of Count Moltke** (Pl. 26; L, 5; adm. p. 333), consisting of about 150 works by Dutch painters of the 17th cent. and other Netherlandish masters, some of them very valuable.

No. 8. *Rubens*, Bust of a monk; 13-16. *David Teniers*, four genuine works (dated 1646, 1666, 1667, and 1674); 32. *Rembrandt*, Portrait of an old woman (about 1656); 66-59. *Jac. van Ruysdael*, four late works, two of them large (fine compositions with waterfalls and rapids): 60, 61.

M. Hobbema, Wooded Dutch landscapes, luminous in colouring and bold in style; 93. *Paul Potter*, Cattle grazing (1652); several genuine works by *Phil. Wouverman*, the finest being No. 89, The Stable. — As in the case of the royal gallery, most of these pictures were collected by *Morell*, an art-dealer, about the middle of the 18th cent.

Further on, to the left, is the **Marble Church** (Pl. L, 4, 5), begun in 1749-67, and since 1878 undergoing completion at the cost of Hr. Tietgen, a wealthy banker. The handsome dome, internally 141 ft., externally 263 ft. in height, is a conspicuous object in the city when seen from the environs. Adjacent, in the Bredgade, is the Russian *Alex. Newsky-Chapel*, with gilded domes.

At Bredgade 46 is the *Anthropological Museum* (Pl. 1; L, 4; adm., p. 333). Adjacent is the *Surgeons' Hall* (Pl. 17), near which are the *Roman Catholic Chapel* (Pl. 11), and the large *Frederiks-Hospital* (Pl. 4; L, M, 4). — The N.W. corner of the inner town is formed by a series of streets ('Nyboder') of one-storied houses, erected under Christian IV. for sailors of the navy, extended in the reign of Christian VII., and of late partly altered. In this quarter are the *Church of St. Paul* (Pl. 12; L, 4) and the *Academy for Naval Cadets* (Pl. 37; L, 4).

The Amaliegade (Pl. L, 5, M, 4) is broken by the octagonal *Frederiks-Plads*, which is embellished with an equestrian **Monument of Frederick V.* (d. 1766) in bronze, erected in 1771 by the Asiatic Trading Company, and designed by *Saly*, a French sculptor. The four uniform rococo buildings enclosing the Plads together form the **Amalieborg** (Pl. L, M, 5), which is now occupied by the King, the Crown Prince, and the minister of the exterior.

Walks. The esplanade between the citadel and the town, and its continuation to the N., on the side next the sea, called the ***Lange Linie** (Pl. M, 2, 3), afford a pleasant promenade, with a view of the sea, the entrance to the harbour, and the works for the new Free Harbour now under construction. Close to the Esplanade and the Lange Linie are the *Toldbod* (Pl. 44; M, 4), or custom-house, the *Meteorological Institute* (Pl. 22; M, 4), and the *English Church* (*St. Alban's;* Pl. M, 4), a tasteful Gothic building. Near this, towards the Bredgade, is a café. On the Lange Linie, at the end of the harbour, is a *Monument* to Ivar Hvitfeld, the heroic Danish commodore, who sank with his vessel during the battle against the Swedes in the Kjøge Bugt on 4th Oct. 1710 (p. 352). Near it are the *Pavillon Café* (Pl. M, 3) and a *Camera Obscura*, which affords a pleasing picture of the harbour when the sun shines.

To the N. of the Lange Linie are several *Bath Houses* (comp. p. 332), which are best reached by the street leading through the Citadel. — Near them are the *Blind Asylum*, a *Deaf and Dumb Asylum* (Pl. K, L, 2), the *Garrison Cemetery* (Pl. K, 2), and the *Holmens Cemetery* (Pl. I, K, 2, 3). These burial-grounds contain several monuments recalling the Danish wars of 1848-9 and 1864.

Adjoining Copenhagen on the W. is the suburb of **Frederiksberg**, with the palace of that name (1½ M. from the Vesterport; reached by four tramway-lines, comp. p. 332). Outside the Vesterport, to the left, is the *Panopticum* (adm. 10-10 o'cl.; 1 kr.). Farther on, at the entrance to the *Tivoli* (p. 332), rises the *Friheds-Støtte*, or Column of Liberty (Pl. G, 7), an obelisk of sandstone erected by the peasantry in 1778 in memory of the abolition of serfdom, and the *Dansk Folkemuseum* (Pl. H, 7), a collection formed by B. Olsen to illustrate the history of civilisation (adm. p. 333; catalogue 30 ø.). The road then leads through the *Frederiksberg-Allee*, with its numerous pleasure-gardens, frequented especially on Wed. and Sun. (p. 332).

At the entrance to the *Frederiksberg-Have* (Pl. C-A, 7), or palace-garden, rises a *Statue of Frederick VI.* (d. 1839) by Bissen. The **Frederiksberg Palace** (Pl. B, 8), erected in the Italian style under Frederick IV. (d. 1730), now a military school, lies conspicuously on a hill to the left. The chief attraction is the fine view from the shady terrace in front of the palace. — Farther to the W. lies the *Zoological Garden* (Pl. A, B, 7, 8; adm. 40 ø.). To the S. of the Roskilde road is the beautiful shady park of *Søndermarken* (Pl. A, B, 8).

Opposite the S.E. end of the park, towards the Ny-Carlsberg Glyptothek, is a marble statue of the Danish statesman *Karl Christ. Hall* (1812-88), by the younger Bissen, 1890.

The ***Ny-Carlsberg Glyptothek** (Pl. C, 9; tramway, p. 332; No. 3, b), a magnificent collection of sculpture and other works of art, the property of Herr *M. C. Jacobsen*, a wealthy brewer and enthusiastic lover of art, until lately contained almost exclusively the works of French and Scandinavian sculptors; but since 1887 the proprietor has enriched it with many antiques of the highest value. Admission, p. 333. The French catalogue of 1889 is now available for the modern sculptures only; the Danish of 1890 may be used for the antiques (75 ø.).

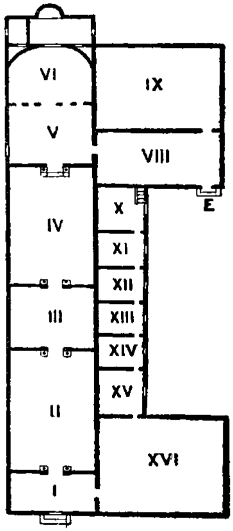
In the garden, in front, is a statue of *J. A. Carstens* (1754-98), the painter, in a sitting posture, in bronze, by Th. Stein.

The Vestibule (Plan i) and the adjacent French Saloon (Pl. xvi) contain over fifty modern French sculptures. Most of them are original models and casts, among which are several works in bronze and in marble: Nos. 451-457. *J. A. Houdon* (1741-1828); 462, 463. *J. J. Pradier* (1786-1852); 464. *Fr. Rude* (1784-1855); 447-450. *J. L. Gérôme* (b. 1824); 416-428, 780. *P. Dubois* (b. 1829); 430, 781, 782. *J. A. J. Falguière* (b. 1831); 399-408. *H. Chapu* (b. 1835); 410-415, 779. *Eug. Delaplanche* (b. 1836); 775, 777. *E. Barrias* (b. 1841); 460, 461. *Ant. Mercié* (b. 1845); 432-446, 783. *Jean Gautherin* (b. 1849).

Saloon of Ceres (Pl. ii), with frieze by *H. Bissen:* Ceres and Bacchus civilising mankind, a cast of the original which was destroyed when the Christiansborg was burned down. Also many works (1-86, 762-766) by *H. V. Bissen* (1798-1868), who is said to have been Thorvaldsen's favourite pupil. Subjects chiefly Greek and Christian. Also beautiful portrait-busts. Other sculptures by *H. E. Freund* (1786-1840; Nos. 290-305); *Th. Stein* (b. 1829; Nos. 358-367), a pupil of Bissen; *Jerichau* (see above); *St. Sinding* (b. 1846; Nos. 351-356), and other masters.

Greek Saloon (Pl. iii), containing almost exclusively Greek antiques.

To the right of the entrance: 1024. Archaic bas-relief from Sparta (6th cent. B.C.), widow offering a libation to her deceased husband, who has the features of a hero. *1020. Attic head of a youth, 6th cent. Adjacent (without number), portrait-head of one of the Diadochi (successors of Alexander the Great, perhaps a Ptolemæus), from Crete; the little horns indicate that he was regarded as a new Dionysus (Bacchus). *1083. Greek head of a young man, 4th century. Beside it (without number), *Hellenistic portrait of a young man, from the Villa Borghese (Rome). 1077. Head of Zeus (Jupiter), of a type earlier than Phidias, but of Roman execution. *Statue of an ephebus (youth), a Greek bronze, 4th century. 1073. Head of a girl, in type of the second Attic School, of Roman execution. 1072. Hellenistic head of an athlete, with large ears, flattened by blows. 1074. Colossal head of Æsculapius. 1071, 1041. Types of ephebi (youths) of the second Attic School. 1042. Attic tomb-relief, 4th century. 1078. Head of woman, archaic in style, recalling certain types of the Peloponnesus, of Roman execution. 1039, 1038. Attic heads of athletes. Under glass, *1037. Head of Hermes (Mercury), with traces of colouring, recalling the Hermes by Praxiteles at Olympia (4th cent.). *1034. Head of Dionysus (?), archaic in style, from Athens. *1035-1028. Attic heads, of a period near that of Phidias: 1035, 1033. Zeus (?); 1028. Hermes or Dionysus. *1027. Archaic head of Hermes or of Vulcan, from Athens. 1026. Head in clay, coloured, from Palestrina (Præneste). Adjoining (without number), Lion's head, from a fountain at the Piræus. *1021. Head of a youth, in an advanced archaic style, from Cyprus. In the centre, under glass, Head of Pan, in clay, from Tralles (Sultan-Hissar) in Asia Minor; torso of a satyr, from Palestrina, Hellenistic. The frieze of this room, by *Jerichau*, represents the marriage of Alexander and Roxana.



Ragnarok Saloon (Pl. iv), called after the great frieze by *H. E. Freund* ('Ragnarok', twilight of the gods), representing the decline of the Northern Olympus, the original of which was destroyed with the Christiansborg (p. 335), copied for this room by *St. Sinding*. 1045. Head of a woman, from a tomb-relief at Tarentum (end of 5th cent. B.C.). 1062. Statue of a woman, with a cloak over her head (Aura velificans?), Greek type of middle of 5th cent., probably for the summit of a tympanum, Roman in execution. By the wall on the right, in the centre, *Juno ('Pronuba'), a colossal statue from the Villa Borghese (Rome). 1063. Statue of Triton (Hellenistic), ornament of a Roman fountain. *1224. Statue of Gaius Fundilius Doctus, in a toga, from the temple of Diana Nemorensis on the Mons Albanus. 1053. Torso of Silenus, Hellenistic. *1079. Colossal head of a goddess from some Greek town (in Asia Minor?), 4th century. 1081. Colossal head of a youth, from Tarsus, a decorative work, of Alexander's time or the beginning of the Hellenistic period. 1056. Statue of archaic tendency of Apollo Citharœdus. Without number: *Statue of Anacreon, after an Attic original of the best period of the 5th cent., from the Villa Borghese (Rome). 1223. Statue of Demeter (Ceres). Without number: Statue of a satyr, supposed to be the *Periboëtos*, the famous satyr (Staphylos) of Praxiteles, from the Villa Borghese (Rome). 1052. Statue of Paris or of Ganymede. 1050. Statue of Hercules, from Tivoli. 1043. Attic tomb-relief, 4th cent. — In the centre of the room: 1048 (Artemis?), 1049 (Amazon?), two female torsos, expressive of great animation.

On each side of the entrance to the next room are copies in marble of *Thorvaldsen's* Caryatides destroyed with the Christiansborg.

Empresses' Saloon (Pl. v, vi): 1103. Bust of Zeno the Stoic, in the Hermes form. Adjacent, without number, *Dionysus (Bacchus), a statue. Statue of a woman, draped, of the time of Augustus (according to the Greek inscription on the plinth, the head was changed into the portrait of a certain Euboulion in the 3rd cent. A.D.). 1099. Colossal head of a bearded Dionysus (Bacchus). 1080. Colossal head of a woman with a mural crown, from Smyrna, probably the goddess of that city. Without number: Statue of Hercules; also statue of one of the Dioscuri (?). 1104. Head of Epicurus. In the centre, 1047. Statue of a youth, recumbent, probably from the angle of a tympanum. In front of the apse, portraits, in Hermes form, of Th. Hansen, the architect; of Carstens, the painter; and of Jerichau and Bissen, the sculptors, all by *Th. Stein.* In the apse a bust of the King of Denmark. Then, 437. Empress Maria of Russia (Princess Dagmar of Denmark), in sitting posture, by *Jean Gautherin;* opposite which is to be placed the Princess of Wales (Princess Alexandra of Denmark), by *Chapu.* The frieze, representing the Valhalla, is an original model by *St. Sinding.*

Saloon of the Roman Portrait-Busts (Pl. viii), most of them fine examples, illustrating the progress of this branch of art at Rome. Order generally chronological, beginning on the left of the entrance. 1226. Head of a man, in Travertine, probably the earliest Roman portrait known. 1227. Tomb-relief of Gaius Septumius, from Vulci. 1228-1234. Unknown portraits of the close of the Republic. On the right beyond, 1232, without number: Fulvia, wife of Mark Antony. 1237. Servilia (?), mother of Brutus, one of Cæsar's murderers. 1236. Marcus Junius Brutus. 1238, 1239. Sisters of Brutus (?). *1235. Pompey. 1240. Antonia (?), the Elder. 1241. Antonia, the Younger. Without number: Small bust of Augustus, in bronze. 1230. Fragment of a statue, probably of Gaius Cælius Caldus, consul in B.C. 94. *1244. Marcus Vipsanius Agrippa, the general of Augustus. *1243. Livia, wife of Augustus. 1246. Caligula. 1245. Agrippina, wife of Germanicus. 1247, 1248. Agrippina, daughter of the last, wife of Claudius, and mother of Nero. 1250. Drusus the Younger, son of Tiberius. 1249. Sister of Caligula (?). *1253. Portrait of a woman from the tomb of the Haterii on the Via Labicana. *1251. Messalina (probably), the notorious wife of Claudius, of sensual but good-natured expression. 1252. Nero the Younger (?). Without number: *Small bust of Domitian, in bronze. *1254. Julia, daughter of Titus. Without number: *Unknown bust, dating from about the Flavian period, from the Villa Borghese (Rome). 1256. Plotina, wife of Trajan. *1257. Hadrian, a sickly and nervous face. 1258. Antinous. *1260. Antoninus Pius. In the middle, 1068. Æsculapius (without beard, an exception to the rule) and Hygiea, of Hellenistic origin but of Roman execution. Without number: *Boy with fruit, genre statue, in Hellenistic style. 1051. Ancient replica of the work known as the Genius of the Vatican. 1069. Eros (Cupid) as a god of Death, from a Roman tomb.

Jerichau Saloon (Pl. ix): models by the sculptor of that name; also antiques, such as sarcophagi with bas-reliefs. 1295. Sarcophagus with the myth of Marsyas, from Sidon. Above, a bas-relief of archaic tendency: Neptune, Amphitrite, and Mars. *1294. Sarcophagus, Bacchus and Ariadne, from the Villa Casali (near Rome). Without number: Statue of Æsculapius, from the Palazzo Sciarra (Rome). 1293. Victory, a bas-relief from a public building of the early Roman empire. Without number: Bas-relief from a frieze representing Hercules attacking the Stymphalian birds, capturing the Arcadian stag, and cleansing the Augean stables. 1298. Sarcophagus with the myth of Phaeton. 1304. Early Christian sarcophagus with the story of Jonas (symbol of the Resurrection). Among the busts on the sarcophagi: 1269. Manlia Scautilla, wife of Didius Julianus. 1266. Bust of a certain Jason of Cæsarea in Cappadocia. 1272. Julia Mœsa. 1277. Papianus. 1279. Tranquillina, wife of Gordian III. 1280. Herennius the Etruscan. Among the most valuable objects are portraits (1286-89) of the close of the decadence period: 1287. Helena, mother of Constantine the Great. 1289. Magnentius.

Cabinet of Italian Antiquities (Pl. x): polychrome terracottas from ancient Italian towns; Etruscan cinerary urns with bas-reliefs, chiefly dating from the 3rd cent. B.C., etc. On shelves, a series of antefixes decorated with sculpture and rich painting, mostly very archaic, partly from Cervetri (Cære), partly from Falerii. 1220. Balustrade in terracotta, adorned with a winged woman. 1191. Head of a very primitive idol. 1192. Archaic statue of a horseman. These three are from Cervetri. On the wall to the right, archaic fragments of a frieze from Cervetri, procession of horsemen and chariots. Among the Etruscan urns observe No. 1215 (under glass), the original colouring and gilding of which are in excellent preservation. 1213. Sarcophagus from Vulci, 3rd cent. B.C., with reliefs apparently relating to the death of the deceased; the man with the hammer is obviously the Etruscan Charun (the Charon of the Greeks), and the woman with wings and snakes is a Fury; on the lid is a winged goddess, with two birds. There are also several modern portraits. 1203. Bronze casket, found at Præneste, with battle scenes engraved on the lid (3rd cent. B.C.). In the centre a tomb-cippus and a cinerary casket with archaic bas-reliefs, from Chiusi (5th cent. B.C.).

Cabinet XI. Small terracottas (groups, small figures, heads) from Tanagra, Asia Minor, and Tarentum.

Cabinet XII. Modern objects, chiefly small French works of art.

Cabinet XIII. 739. *Al. Cano* (Spaniard, 17th cent.), Statuette in wood of St. Francis of Assisi; three bas-reliefs in marble, by *Mino da Fiesole;* 789. Mary, Jesus, and St. John; 794. St. Jerome; 795. John the Baptist. Unfinished bust of Alexander Farnese, in marble.

Cabinet XIV. Antiquities from Palmyra, statues, busts, heads, altars (also a mummy from Syria), of the 2nd and 3rd cent. A.D., the most complete collection of the kind in existence, very important for the study of costume, ornament, epigraphy, etc. (Catalogue by *D. Simonsen*, 1889.)

Cabinet XV. Egyptian antiquities. Observe: 1011. Statuette of the goddess Neith, a bronze of the Saïte period (7th and 6th cent. B.C.). 1001. Portrait-statue of an Egyptian magnate, in basalt (3rd millenium B.C.). 1008. Statuette of Anubis, in bronze. Without number: Head of Ammon-Ra, in basalt, from Saïs (about the middle of the 2nd millenium B.C.). 1002. Statue of Anubis, in diorite, of the 18th Dynasty (16th cent. B.C.). 1006. Statuette of Osiris, of the 25th Dynasty (about 716-667 B.C.). 1007. Group in granite, an Egyptian prince and his mother, of the 27th Dynasty (end of 6th cent.).

Environs of Copenhagen.

The *Environs of Copenhagen and the whole of N.E. Zealand are very attractive. The rich corn-fields, green meadows, and the beautiful beech-woods fringing the blue or greenish water of the Sound, are enlivened with numerous villas, châteaux, and villages. We note a few of the more interesting places.

A Steam Tramway and the Klampenborg Railway, besides the steamers mentioned at p. 348 (to Klampenborg in 3/4 hr.; fare 40 *ø.*), connect Copenhagen with the environs towards the N.

The Steam Tramway *(Dampsporvei)* is a continuation of the tramway line No. 1a, mentioned at p. 332 (15 *ø.*). From the *Triangel* (Pl. I, 1) to *Charlottenlund*, 25 min. (35 *ø.*); thence to *Skovshoved*, 10 min. (10 *ø.*); to *Klampenborg*, 10 min. more (15 *ø.*).

The Klampenborg Railway (station see Pl. G, 6) runs trains in summer hourly on week-days, and half-hourly or oftener on Sundays and holidays (in 25 min.; fares 60, 40, 25 *ø.*). Stations *Nørrebro*, *Hellerup* (p. 319), *Charlottenlund*, *Klampenborg*.

Carriage to Klampenborg or Skodsborg 5-6, there and back 8 kr.; higher fares on Sundays.

The 'Strandvei' to Klampenborg, which begins at the *Triangel* (Pl. I, 1), where the horse-tramway ends and the steam-tramway begins, is uninteresting until beyond the *Vibenshuus* inn, where it approaches the coast, with its numerous villas. About $3^1/_2$ M. to the N. of the Triangel, in a beautiful park, is the royal château of *Charlottenlund*, occupied by the Crown Prince in summer. Near the château is the *Restaurant Constantia*, and at the entrance to the woods, by the Crown Prince's stables, is another café-restaurant. On the shore are a fort and the *Charlottenlund Baths*. About $1^1/_4$ M. farther is the *Hôtel Skovshoved*, the first steamboat-station, which is $1^1/_4$ M. from Klampenborg (see below). A fine avenue leads from Charlottenlund N.W. to ($1^1/_2$ M.) the château of *Bernstorff*, the summer-residence of the royal family, also situated in a park, and the hamlet of *Jægersborg* (Inn).

A very favourite excursion from Copenhagen is to the ***Dyrehave** (usually called *Skoven*, or the forest), or deer-park, a beautiful forest of beeches, well stocked with stags and deer. At the entrance, 2 M. N. of Charlottenlund, is the *Bellevue Hotel*, the landing-place of the steamers. About $^1/_4$ M. farther, in a beautiful park, are the water-cure and sea-baths of **Klampenborg** (*Hotel and Restaurant*, fine view; pension for a week or more, from 6 kr. per day). Most of the numerous villas on the beach are let as summer-quarters. On a height, in a clearing of the wood, a little inland from *Torbæk* or *Taarbæk* (Hotel), $2^1/_4$ M. from Klampenborg, stands the *Eremitage* (Restaurant), a shooting-lodge built by Christian VI. in 1736, near which groups of stags and deer are seen towards evening. A pleasant path leads thence by *Raavad* (Rest.) and *Godthaab* (Rest.) and through the fine wood of *Jægersborg* to **Skodsborg** (**Bade-Hôtel*; **Øresund*, pens. $3^1/_2$ kr., R. with view 2-5 kr.; omn. to Klampenborg station 30 ø.), another favourite bathing-place and the most beautiful spot on the Sound.

The *Dyrehaves Bakke* ('deer-park hill'), on the S. side of the park, is a great popular resort in summer. Near a spring called the *Kirsten-Piils Kilde* are rows of booths and shows of all kinds, which with the beautiful woods afford a pleasant picture of humble life 'al fresco'. The forester's house of *Fortunen*, in the S.W. corner of the Dyrehave, with a garden-restaurant, $2^1/_4$ M. from the Klampenborg station, commands a fine view.

58. From Copenhagen to Helsingør and Helsingborg.

Comp. Map, p. 242.

Zealand Northern Railway to *Helsingør*, $37^1/_2$ M., in 2 hrs.; fares 3 kr., 2 kr., $1^1/_2$ kr.; five trains daily. Best to go by first train, in order to have time to see Frederiksborg. Through-passengers to *Helsingborg* (fares 4 kr. 10, 3 kr. 10, 2 kr. 40 ø.) are conveyed from Helsingør to the pier in a special carriage. — Steamboat four times daily to *Helsingør* (in $2^1/_2$ hrs.; fares $1^1/_2$ kr., 1 kr.) and *Helsingborg* (in 3 hrs.; fares 2 kr., $1^1/_2$ kr.), starting from the corner of the Havne Gade and the Nyhavn at Copenhagen (Pl. L, 6). Cheap trips ('Lystture') on Sundays, there and back ('Tur og Retur'). Stations: 25 min. *Skovshoved*, 10 min. *Bellevue-Klampenborg*, 5 min. *Taarbæk*, 20 min. *Skodsborg*, 10 min. *Vedbæk*, 15 min.

DYREHAVE.
1:70000
Kilom.
Jægersborg
Klampenborg
Eremitage
Dyrehave
Lyngby
Lundtofte
Gentofte
Charlottenlund
Ordrup
Skovshoved
Vangede
Jægersborg
Eremelund
Skodsborg
Taarbæk
Bellevue
Hvidøre
Brede
Ørholm
Sørgenfri
Dyrehavegaard
Lyngby Mose
Vangede
Holte

Geograph. Anstalt v. Wagner & Debes, Leipzig

Rungsted, 25 min. *Humlebæk*, 20 min. *Snekkersten*, 20 min. *Helsingør*, 30 min. *Helsingborg*.

The Railway takes a wide circuit through the district of Frederiksborg. Stations: *Nørrebro* (a suburb); $4^1/_2$ M. *Hellerup*, where the Klampenborg line (p. 348) diverges to the right; 6 M. *Gjentofte* (station for the château of Bernstorff, p. 348); 8 M. *Lyngby*, still within the new fortifications, near which are the villa of *Sorgenfri* and Count Schulin's villa of *Frederiksdal*. 11 M. *Holle*, with charming environs (château of *Dronninggard* on *Lake Fure*, etc.); $14^1/_2$ M. *Birkerød*, $17^1/_2$ M. *Lillerød*.

$22^1/_2$ M. **Hillerød** (**Hotel Leidersdorff*, opposite the château, R. from 1 kr., omnibus 25 ø.; *Kronprindsen*, in the town; **Slotspavillon*, a restaurant, see below; omnibus to Fredensborg, see below, 50 ø., carr. 4-6 kr. and fee; rail to *Græsted*, $12^1/_2$ M., through the beautiful forest of *Gribskov; fine* excursion to *Gribsø*, the third station), the small capital of the district of Frederiksborg, adorned with a very realistic statue of Frederick VII., lies at the S. end of the small *Lake of Frederiksborg*, from which, near the W. bank, rises ***Slot Frederiksborg** ($^1/_4$ hr. from the station). This palace was erected in 1602-20 by Christian IV. in a plain and vigorous Renaissance style, on the site of an older building of Frederick II. The massive edifice, which consists of four stories, with towers and gables, has been restored since a fire in 1859, and is now fitted up as an historical museum. Some of the rooms are sumptuously decorated, especially the *Knights' Hall and the Dining Room. They contain a large collection of historic and artistic interest, modern historical pictures, portraits, etc. The windows afford a variety of pretty views. The church is specially interesting. Entrance by the middle door in the N. main wing: in summer daily, 9.30 to 4, and 5 to 7 o'clock; tickets in the vestibule of the main building, 35 ø.; catalogue 25 ø.

The *Palace Church, where the kings of the Oldenburg line used to be crowned, is gorgeously decorated and almost overladen with gilding. The intarsia or inlaid-work of the stalls next to the royal seat, dating from the time of Christian IV., is by Dutch artists; so, too, are the pulpit, of ebony and embossed silver, and the Crucifixion in embossed silver over the *King's Oratory. The oratory, restored since the fire of 1859, is adorned with carvings in wood and ivory, and with fine paintings from the Passion by Prof. *C. Bloch*, presented by Herr J. C. Jacobsen (p. 344).

The Park behind the palace, laid out in the old French style, contains the **Slotspavillon*, a restaurant, whence we have a fine view of the palace.

From Frederiksborg (walkers turning to the right in the central court of the palace, and passing through the gate to the right) a read leads through beautiful oak and beech woods to the N.E. to (5 M.) **Slot Fredensborg**, the autumn residence of the royal family, near the pretty *Lake Esrom*, which becomes visible on the way. The palace, built in 1720 in memory of the recently concluded Danish and Swedish peace, contains few objects of interest. (Among the pictures: Karel van Mander, Christian IV.; Rubens, Christ on the Cross; Rembrandt, Young girl.) Admission to the palace 50 ø.; to the Russian Pavilion 50 ø. more. The park, which is open to the public, contains the 'Normansdal', adorned with statues of 65 Norwegian peasants in national costume, presented by the peasants themselves in the 18th cent., but without artistic value. The grand avenue in the S. part of the park is worth seeing. (Guide, to save time, 50 ø.) — The village of **Fredensborg** (**Jernbane Hotel; Store Kro)* is a railway station (28 M. from Copenhagen).

The last stations on our route are (32 M.) *Kvistgaard* and ($37^1/_2$ M.) *Helsingør* (see below). The station is on the W. side of the town. Carriage to the pier 1 kr.; passengers with through-tickets go down by rail.

The *Steamboat to Helsingør ($2^1/_2$ hrs.) is far more enjoyable. It skirts the beautiful coast of Zealand, the attractions of which are gradually revealed as we proceed. Steering along the shore, the vessel calls at *Bellevue* (p. 348), *Torbæk* (p. 348), *Skodsborg* (p. 348), and *Vedbæk*, with the beautiful park of Count Danneskjold-Samsø (open to the public). Leaving the Swedish island of *Hven* to the right, we next touch at *Rungsted* (where a hill bears a monument to the Danish poet Johannes Ewald), at *Humlebæk*, and at *Snekkersten.*

Helsingør (*Hôtel Øresund*, in the town; *Hôtel du Nord*; *Jernbane-Hotel*, at the station) is an ancient commercial town with 11,000 inhab., on the narrowest part of the *Sound*, which separates Zealand from the Swedish province of Skåne. Modern Gothic town-hall. *Strandpavillon*, a café on the quay.

Just beyond the N. exit from the town rises the handsome and conspicuous castle of ***Kronborg**, massively built of stone by Frederick II. in 1577-85, and enclosed by ramparts and broad moats. It was here that the Danish government formerly exacted the Sound Dues from all vessels passing through the strait (from 15,000 to 20,000 annually). The levy of these dues was first instituted by the Hanseatic League, assumed as a right by the Danes after the fall of the League, tacitly and afterwards expressly recognised by foreign powers, and at length commuted in 1857 by the nations interested for a total sum of 30,476,325 Danish riks-dollars (nearly $3^1/_2$ million pounds sterling). The batteries of the castle, however, could not absolutely prevent the passage of vessels without co-operation from the Swedish side, as was twice proved by the British fleet.

The *Flag Battery* (to the left of the principal W. entrance) is the 'Platform before the Castle of Elsinore' where Shakspeare makes the ghost in Hamlet appear. Kronborg is also mentioned in Danish traditions. Deep down in its casemates slumbers Holger Danske ('the Dane'), a well-known character in Andersen's tales, who will come forth when his country is in peril.

SKAGERRAK
KATTEGAT
JÜTLAND
LIMFJORD
Læsø
Anholt

SEELAND
LAALAND
HANNOVER
MECKLENBURG
1 : 2 400 000

The castle, which is chiefly used as barracks, presents little attraction beyond its picturesque appearance. (Tickets in the inner court, first door on the left: for the collection of pictures, the chapel, and the tower 30 ø.; for the chapel alone 20 ø.; for the casemates, 1-8 pers., 25 ø. each, 9-14 pers. 20 ø. each.) The *Castle Chapel* has its walls, pulpit, and stalls adorned with wood-carving by German masters, restored in 1843. The room is also shown in which Caroline Matilda, Queen of Christian VII., was imprisoned for a time on a charge of undue intimacy with Struensee, the prime minister. The rooms formerly used by the royal family contain numerous but unimportant pictures by Danish painters. — The flat roof of the S.W. Tower (145 steps) commands an extensive **View* of the busy Sound, from the island of Hven as far as Kullen, and of the wooded coast of Zealand.

To the N.W. of Kronborg lies ($3/_4$ M.) **Marienlyst**, a sea-bathing place. The *Kurhaus*, formerly a small royal château, stands on the slope of a hill which affords a fine view of Kronborg and Helsingør. A column on the hill is pointed out as Hamlet's tomb! (Admission through the Kurhaus only, for which 65 ø. is charged.) Nearer the beach is the *Bade-Hôtel*, with promenades. — Pleasant walk along the wooded coast to ($4^1/_2$ M.) *Hellebæk*.

On the Swedish coast, opposite Helsingør, lies ($3^1/_2$ M.) *Helsingborg* (p. 251). Steamer 6-8 times daily in 20 min. (fare 50 ø.).

59. From Copenhagen to Hamburg, by the Danish Islands and Slesvig.

$316^1/_2$ M. Railway the whole way, with the exception of the short ferries to Fünen and Fredericia. Two through-trains daily in $16^1/_2$ hrs. (39 kr. 10 ø., 28 kr. 35 ø., 18 kr. 5 ø.). — Or the traveller may go by Railway to *Korsør* (69 M. in $3^1/_4$ hrs.), thence by Steamboat (twice daily in about 5 hrs.) to *Kiel* (p. 354), and by Railway from Kiel to Hamburg (70 M. in $2^1/_4$-3 hrs.; through-service from Copenhagen to Hamburg in $12^1/_2$ hrs., fares 30 ℳ 90, 25 ℳ 90, 14 ℳ 30 pf.).

From Copenhagen to Berlin the shortest route is now by *Warnemünde* ($11^1/_4$ hrs.): railway in 4-$4^1/_2$ hrs. to (75 M.) *Gjedser* (see below), at the S. extremity of the island of *Falster;* steamboat in about 2 hrs. to (30 M.) *Warnemünde;* railway (express in $4^1/_2$ hrs.) thence to (140 M.) *Berlin*. — Steamboats also ply from Copenhagen to *Lübeck* (daily in 18 hrs.), *Stralsund* (in summer daily viâ Malmö in about 12 hrs.), *Stettin* (4 times weekly in $14^1/_2$-16 hrs.), etc.

Copenhagen, p. 331. The scenery traversed by the W. Zealand Line is very pleasant. 2 M. *Frederiksberg* (p. 344); $7^1/_2$ M. *Glostrup;* 11 M. *Taastrup;* 16 M. *Hedehusene.*

20 M. **Roskilde**, pron. Rōskille *(Hôtel Prindsen*, R. & L. 2 kr. 25 ø.; *Jernbane-Hotel; Rail. Restaurant)*, an old town on the deeply indented fjord of that name, the capital of the kingdom down to 1443 (comp. p. 334), and the residence of the bishop of Zealand down to the Reformation, once numbered 100,000 inhab., but now contains 6000 only. The only relic of its ancient glory is the fine †*Cathedral* (sacristan, Danish 'Graver', nearly opposite the W. portal, 1-3 pers. 2 kr.), consecrated in 1084, restored after a fire in 1882 and at subsequent periods, and finally in 1868. It contains the tombs of the Danish kings, most of whom, from Harold I. (d.

987) down to Frederick VII. (d. 1863) repose here, the earlier in vaults, the more recent in chapels added to the church in 1615-42 and 1772-1825. Some of their monuments are highly worthy of inspection. The small gate opposite the N. side of the church leads to grounds which command a pleasing view of the fjord.

FROM ROSKILDE TO GJEDSER, 88 M. in $3^1/_2$ hrs. — 14 M. *Kjøge* (Bane Hotel; Hotel Prindsen), an ancient town, prettily situated on the *Kjøge Bugt*, where the Danes under Nils Juel gained a great naval victory over the Swedes in 1677, and where Ivar Hvitfeld blew up his ship in 1710 (p. 343). 38 M. *Næstved;* 55 M. *Vordingborg.* From ($55^1/_2$ M.) *Masnedsund* the line crosses an arm of the Belt by a fine bridge to the small island of *Masnedø*, whence a steamboat conveys passengers across the Great Belt to *Orehoved*, on the island of **Falster.** Thence again by railway to ($13^1/_2$ M.) *Nykjøbing* (Stad Nykjøbing), the capital of the island, and viâ *Veggerløse* and *Fiskebæk* over a flat and sandy peninsula to (28 M.) *Gjedser* or *Gjedser Odde*, the southernmost point of the island (steamboat to *Warnemünde*, see above).

From Masnedsund an excursion may be taken to the **Island of Møen** (steamer to Stege daily in 2 hrs.; fares 2 kr., 1 kr. 25 ø.). — **Stege** (poor inn), the only town on the island, retains traces of an old castle and walls. From Stege we drive (7 kr. 5 ø.) to (10 M.) *Liselund*, whence the other points of interest may be explored. The sheer chalk cliffs on the E. coast of Møen, known as *Klint*, are well worth a visit.

FROM ROSKILDE TO AARHUS VIÂ KALLUNDBORG. To *Kallundborg*, 49 M., railway in $2^1/_4$-$3^1/_2$ hrs. (fares 5 kr. 35, 3 kr. 90, 2 kr. 40 ø.); thence to *Aarhus*, 56 M., steamboat on Tues., Thurs., & Sat. (returning Mon., Wed., Frid.) in $4^1/_2$ hrs. (fares 4, $2^1/_2$ kr.). — The chief intermediate stations are ($22^1/_2$ M.) *Holbæk* (3500 inhab.), on a fjord of the same name, and (36 M.) *Tyderup* (Skarridsø), near the picturesque *Skarrid-Sø*. — 49 M. **Kallundborg** *(Kallundborg; Postgaarden)*, a small seaport with an interesting Romanesque church (12th cent.), built in the shape of a Greek cross, with three octagonal towers. — The steamboat to Aarhus traverses the Kallundborg Fjord, and touches at *Samsø*, in the Great Belt. — *Aarhus*, see p. 354.

$26^1/_2$ M. *Viby;* 31 M. *Borup;* $39^1/_2$ M. *Ringsted*, with an ancient Benedictine church. — 49 M. *Sorø* (Hôtel Sorø), on the lake of that name, surrounded by beech and pine-woods; the Cistercian church here, of the 12th cent., contains the tombs of L. Holberg (p. 335) and of the kings Christopher II., Waldemar Atterdag, and Olaf V.

Farther on the scenery is uninteresting. 58 M. *Slagelse.* 69 M. **Korsør** *(Hôtel Korsør; Hôtel Store Belt; Rail.-Restaur.)*, a town with 4000 inhab., is the starting-point of the steamer (luncheon 1 kr.) which departs $^1/_2$ hr. after the arrival of the train and crosses the *Great Belt* in about $1^1/_4$ hr. to **Nyborg** *(Postgaard)*, a town and harbour on the island of **Fünen** (Dan. *Fyen*), with an old Palace and a Gothic church.

The Fünen Line proceeds by *Ullerslev*, *Langeskov*, and *Marslev* to (19 M.) **Odense** *(Brockmann's Hotel; Postgaarden; Hôtel St. Knud)*, the capital of the island, with 26,500 inhab., the birthplace of Hans Christian Andersen (p. 342). The *Cathedral of St. Knud*, erected in 1086-1301, contains monuments of the kings John and Christian II. The *Frue Kirke* has a fine carved reredos by Claus Berg of Lübeck (beginning of 16th cent.). The *Slot* and the *Museum* (Skolegade; 50 ø.) contain Northern antiquities. Statue of *Frederick VII.*, by Bissen.

From Odense to Svendborg, 29 M., railway in $1^1/_2$-2 hrs. (fares 3 kr. 50, 2 kr. 55, 1 kr. 60 ø.). — From (13 M.) *Ringe* a branch-line runs to *Faaborg* (18 M., in $1^1/_4$ hr.). — 29 M. **Svendborg** (**Vandall's; Svendborg*), beautifully situated on the *Svendborg Sund*. Not far from the town is the ruined castle of *Ørkild*. — A most attractive excursion may be made from Svendborg to the island of **Taasinge** (ferry or steamer), in which the principal points are the *Bregninge Kirke* (splendid view from the tower), *Valdemars Slot*, dating from the 17th cent. (visitors admitted), the pretty fishing-hamlet of *Trønse* (Jørgensen's Restaurant), and the walk along the coast to *Gammel Hestehave*, where steamers call.

Opposite Taasinge, to the E. (steamboat from Svendborg to Rudkjøbing in 1 hr.), is the long island of *Langeland*. **Rudkjøbing** (*Hôtel Langeland; Skandinavie*), the only town in the island, was the birthplace of *H. C. Ørsted* (1777-1851), discoverer of electro-magnetism (p. 342).

The following stations are *Holmstrup*, *Tommerup*, *Skalbjerg*, *Bred*, *Aarup*, *Gjelsted*, *Eiby*, *Nørre-Aaby*, and (52 M.) *Strib*, at the N.W. extremity of the island, near the sea-bathing place of *Middelfart* (Behrendt's Hotel). Passengers cross the *Little Belt* in 15-20 min. by a steam-ferry to

Fredericia (*Victoria Hotel; Rail. Restaur.*), a town with 10,000 inhab., surrounded by a girdle of decaying fortifications. An interesting bronze statue of a soldier here commemorates the victory of the Danes over the Slesvig-Holstein besiegers in 1849.

The Flensburg line proceeds in a S.W. direction, affording occasional glimpses of the Little Belt. 5 M. *Taulov;* 8 M. *Eltang;* 12 M. *Kolding*, with the imposing ruins of the fortress of *Koldinghus*. 20 M. *Lunderskov* (branch-line W. to *Esbjerg* and *Rinkjøbing*, p. 355).

$23^1/_2$ M. **Vamdrup**, the Danish frontier-station. (In the reverse direction, luggage booked for Copenhagen is not examined till the capital is reached.)

36 M. **Woyens**, the first German station (luggage examined). Branch-line in 35 min. to ($7^1/_2$ M.) *Hadersleben* (Petersen's Hotel), a small trading-place (7600 inhab.) on the fjord of that name. — From (50 M.) *Rothenkrug* another branch-line runs in 25 min. to (4 M.) *Apenrade* (Hotel de Vos), a sea-bathing place on the beautiful *Apenrade Fjord*. — 59 *Tingleff* (branch-line to *Tondern*, for the island of Sylt).

70 M. **Flensburg** (*Hotel Flensburg; Bahnhofs-Hotel, Central Hotel*, both with restaurants; *Fey's Hotel*), a thriving town with 36,800 inhab., beautifully situated on rising ground at the S. end of the deeply indented *Flensburg Fjord*. Fine view from the *Bellevue*, a café on the hill to the W., near the windmills. The *Old Cemetery*, prettily situated on the same height, contains a marble sphinx by Thorvaldsen.

87 M. *Jübek*, the junction for *Husum* and *Tönning*.

$94^1/_2$ M. **Slesvig**, or *Schleswig* (*Stadt Hamburg, Raven's Hotel*, in the Altstadt; *Sveen's Hotel*, near the station), an ancient town with 15,200 inhab., consists of a single street, $3^1/_2$ M. in length, extending round the W. end of the fjord called the *Schlei*. Fine view from the *Erdbeerberg*, near the station. Not far from it is the old ducal

Schloss Gottorp, now a barrack, the chapel of which has an interesting carved priedieu of the 17th century. The *Dom* in the Altstadt contains a fine reredos in carved oak by Hans Brüggemann (1524).

109 M. *Rendsburg*, a town with 12,900 inhab. The train crosses the *Eider* and the new *Nord-Ostsee Canal*, now under construction. — 122 *Nortorf*. 130½ M. *Neumünster* is the junction for *Kiel* (19½ M. in 35-45 min.).

The following stations are unimportant. 157 M. *Elmshorn*.

177 M. **Altona** (*Königlicher Hof*, *Bahnhofs-Hôtel*, *Sonne*, all at the station), a thriving commercial and manufacturing town with 144,600 inhab., on the N. bank of the *Elbe*.

181½ M. **Hamburg** *(Berlin Station)*, see *Baedeker's Northern Germany*.

60. From Fredericia to Frederikshavn. Jutland.

206 M. Railway in 8¼ hrs. (fares 21 kr. 75 ø., 15 kr. 75 ø., 9 kr. 75 ø.). Best views to the right.

Fredericia, see p. 198. — As the train leaves the station, we enjoy, to the right, a fine view of the **Veilefjord*, among the woods at the W. end of which is (16 M.) **Veile** *(Hôtel Royal; Jernbane Hotel)*, a little town of 7200 inhab., frequently mentioned in the wars of 1848, 1849, and 1864.

Steamers ply hence to *Munkebjerg*, *Tirsbæk*, etc., on the *Veilefjord*. Pleasant walk to the (3 M.) *Skrædderbakken* (Inn) in the *Greisdal*.

The train skirts the N. bank of the fjord to (39 M.) **Horsens** *(Jørgensen's Hotel; Jernbane Hotel)*, on the *Horsensfjord*, an ancient town with 15,000 inhab. The *Vor Frelsers Kirke* contains a carved pulpit of 1663-70; and the disused *Convent Church* old tombstones of the 17-18th centuries.

54 M. **Skanderborg** (*Phœnix; Skandinavie*, unpretending), a little town of 1800 inhab., is picturesquely situated on an isthmus between two lakes (boats for hire). Fine view from the church-tower. The *Dyrehave* or Deer Park lies ½ M. to the W. of the town.

From Skandebborg to Silkeborg, 18½ M., railway in 1-1¼ hr. (fares 2 kr. 20, 1 kr. 60 ø., 1 kr.). — Several small stations and lakes.

18½ M. Silkeborg *(*Silkeborg; Dania)*, with 3000 inhab., a town dating only from 1844, is situated at the influx of the *Gudenaa* into the *Lang-Sø*, one of the most picturesque points in Denmark. An excursion on the river (attractive) is most conveniently made in one of the small boats propelled by paddle-wheels worked by hand (12 kr. per day; the boatman acts also as guide). Steamboats (40 ø.-1 kr.) ply to various points of interest in the vicinity, among which are the *Ulbehoved* (240 ft.), *Lovisehøi* (240 ft.), the *Himmelbjerg* (515 ft.; tolerable inn), *Krogh's Bank* on the *Alminde-Sø* (carr. 8 kr.), etc.

Beyond Skanderborg the *Stilling-Sø* appears on the right.

68 M. **Aarhus** (**Hôtel Royal; Skandinavie; Central Hotel; Jernbane Hotel*, R. 2, D. kr. 30 ø.), an ancient town with 20,000 inhab., on a fjord of the same name. The cathedral, founded in 1201 and frequently restored, has a tower 295 ft. in height. Large harbour. Aarhus is the junction for the railway to Grenaa. — A pleas-

ant drive may be taken through the Marselisborg woods to *Ørne-reden* ('eagle's nest'), with fine views.

From Aarhus to Ryomgaard, a branch-railway runs viâ *Nørke*, near which is the castle of *Kalø*, where Gustavus Vasa was confined in 1518-19. *Ryomgaard* is the junction for the line from Randers to Grenaa (see below).

The train soon enters the well-wooded principality of **Friisenborg**, which lies to the S. of (93 1/2 M.) *Laurbjerg*, and contains numerous country-seats.

Beyond (96 M.) **Langaa** *(Rail. Restaurant)*, junction of the W. Jutland railway to Viborg (see below), the *Gudenaa*, the largest river in Jutland, is crossed by an iron bridge.

105 M. **Randers** *(*Hôtel Martens; Rail. Restaurant)*, on the broad Gudenaa, has 13,500 inhabitants. The Gothic *St. Martens Kirke* (14-15th cent.; lately restored) contains some good wood-carving of the 17th century. A branch-line runs hence to *Grenaa* and *Hadsund*. — 124 M. **Hobro** (2300 inhab.) lies at the W. end of the pretty *Mariagerfjord*, [illegible] M. to the E. of *Mariager*.

155 M. **Aalborg** *(*Phœnix; Hôtel du Nord; Rail. Restaurant)*, one of the oldest towns in the country (14,200 inhab.), is situated on the *Limfjord*, which connects the North Sea and the Kattegat. The town, which is intersected by five 'Aaer' or streamlets (numerous bridges), contains some picturesque old houses in the Renaissance style of the 17th century. The *Rudolphi Kirke*, though dating from the 14th cent., was practically rebuilt in 1759-79; the *Fruekirke* (restored in 1869) is older. Parts of the *Hospital* date from the 15th century.

From Aalborg to Thisted and viâ Viborg to Langaa. — Steamer to Thisted weekly in 5-7 hrs. (fares 5 kr., 3 kr.); from Thisted to Langaa, 110 M., railway in 8-9 hrs. (9 kr. 35, 5 kr. 85 ø.); no first class.

The vessel steams to the W. through the **Limfjord** (100 M. long; average depth only 6-12 ft.), which cuts off the N. part of Jutland, known as the *Vendsyssel*. Beyond the islands of *Gjølland* and *Øland* (on the right) we enter the *Aggersund*, and beyond *Løgstør* pass through the *Feggesund* to the *Løgstør Bredning*, on the W. bay of which is the picturesquely-situated **Thisted** *(Hôtel Royal; Hôtel Aalborg)*, a small trading town with 4200 inhab.

The Railway to Viborg traverses the W. part of the district of Thisted. — Beyond (24 M.) *Yaby* the line runs along the narrow isthmus between the *Nissum Bredning* (on the right) and the *Skibsted Fjord* (on the left) to (29 M.) *Lyngs*. From (38 M.) *Oddesund-Nord* a steam-ferry crosses the *Ottensund* or *Oddesund* (1 1/2 M. broad), said to be named after the emperor Otho the Great, who advanced to this N. point and hurled his spear into the sea.

From (45 M.) **Struer** *(Schaus Hotel; Rail. Restaurant)*, a small place (350 inhab.) on the Limfjord, branch-lines run N. to *Lemvig*, and S. to *Ringkjøbing*, the station for *Søndervig* and *Ribe*, the latter being an old episcopal town, with a Romanesque cathedral of the 12th century. — The train now skirts the S. bank of the Limfjord. From (65 M.) *Skive* a branch-line runs to *Nykjøbing* on the island of *Mors*.

We next traverse a barren and monotonous region to (85 M.) **Viborg** *(Preisler's; Railway Hotel)*, an ancient town with 7900 inhab., picturesquely situated on the *Viborg-Sø*. The Romanesque **Cathedral*, dating from the 12th cent., and restored in 1863-76, is built of light-coloured granite. It contains the remains of King Erik Glipping, murdered in 1286. — 90 M. *Rødkjersbro*; 110 M. *Langaa*, see above.

The Limfjord is now crossed by a pontoon-bridge and by an iron railway-bridge (330 yds. long; 16 ft. broad), opened in 1879 at a cost of 3,000,000 kr. On the N. bank, opposite Aalborg, lies *Nørresundby*. — To the left of (163 M.) *Sulsted* stretches the extensive *Vildmose*, where curious mirage-effects are frequently observed in summer. — 183 M. **Hjørring** *(Kyper Hotel; Skandinavie)*, an old town (4300 inhab.), 7½ M. to the W. of which is *Lonstrup* (Inn, unpretending), a sea-bathing resort on the Kattegat (diligence daily except Sun.).

206 M. **Frederikshavn** (*Dania*, at the harbour; *Hoffmann's*, *Hôtel du Nord*, in the town; *Casino Restaurant*, at the station), a small seaport with 2900 inhab., was known as *Fladstrand* until 1818. Pleasant walk on the N. pier (bathing-establishment).

Excursion to Skagen (25½ M.; diligence in 5½ hrs.; railway under construction). — The road leads through a moor near the coast, passing a few country-seats, to (12 M.) the fishing-hamlet of *Aalbæk* (unpretending inn), where the diligence is exchanged for open vehicles, without springs, holding 1-3 persons. Thence at a walking pace by a rough track among dunes to —

25½ M. **Skagen** (*New Hotel; Brondum's Hotel & Pension*, both unpretending), the chief fishing-port of Denmark (1200 inhab.), stretching among the sandhills that border the Kattegat. The house of the 'Byfoged', or town-steward, is adorned with the name-boards of wrecked vessels. About 1½ M. to the N. is the new *Lighthouse*, 145 ft. high, to which visitors are admitted on application to the 'Fyrmester' between 10 a.m. and one hour before dusk (50 ø. to the lightkeeper acting as guide, who speaks English). From the top, which commands a wide view, the line of foam marking the meeting of the North Sea and the Baltic may be discerned. The lighthouse lies about ¾ M. from *Grenen*, the N. extremity of Denmark (57° 45′ N. lat.). About 4½ M. to the E. is a lightship.

The old ruined church of Skagen (key at the lighthouse) lies half-buried in the sand. The return to Aalbæk (carriage, bargain necessary) may be made along the coast of the North Sea, viâ (2½ M.) *Hoien* or *Gammel Skagen*, at the beginning of the dreaded 'Iron Coast', marked by wreckage and the surf above the triple reef that runs parallel with the shore, and (6½ M.) *Kandestederne* (pron. Kannesterne). Here we turn inland and cross the sand-drifts (guide-posts) viâ the *Raabjerger Miler* and *Kirke* to (15 M.) Aalbæk (see above).

From Frederikshavn to Gothenburg steamboat in summer daily in 4½-5 hrs. across the *Kattegat*, where the sea is generally apt to be rough (see p. 250). The approach to Gothenburg through the *Skärgård* is very pleasant (comp. p. 250). — Steamboats also ply from Frederikshavn to *Christiania* (once weekly in 21 hrs.) and to *Christiansand* (3 times weekly in 10-11 hrs.).

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The Swedish *ä*, the Norwegian *æ*, and the Swedish *å* are placed here immediately after the letter a, and the Swedish *ö* and the Norwegian *ø* after the letter o. But observe that in the Swedish and Danish or Norwegian dictionaries these diphthongs come at the end of the alphabet.

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BOTTEN
HAFVET
Gefle
HEDEMARKEN
KOPPARBERG
CHRISTIANSTAD
CARLSKRONA
KATTEGATT
BORNHOLM

NORTH SEA
BALTIC SEA
DENMARK
NORWAY
SWEDEN
GOTLAND
GERMANY
RUSSIA
Skager Rak
Cattegat
Gulf of Bothnia
Gulf of Finland
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INDEX MAP OF
SWEDEN AND NORWAY
showing the
ROUTES AND SPECIAL MAPS
OF THE HANDBOOK.
Scale 1:10.000.000
Swedish Miles.
Norweg. Miles.
English Miles.
The small numerals (26) refer to the routes, the large (63) to the pages of the Handbook.
ARCTIC OCEAN
ATLANTIC OCEAN
Arctic Circle
E. fr. Grnw.
North Cape
Hammerfest
Vadsö
Vardö
Alten
Karasjock
Kautokeino
Enare
Enare Träsk
Ringvadsö
S. Hvalö
N. Hvalö
Vannö
Tromsö
Senjen
Andö
Vesteraalen
Lofoten
Langö
Öst Vaagö
Vest Vaagö
Moskenasö
Vest Fj.
Bodö
Saltdal
Mo
Dynnäs
Vägen
Brönö
Vigten Öer
Folden Fj.
Namsos
Snaasen Vand
Levanger
Trondhjem
Kristianssund
Smölen
Hiteren
Fröyen
Fro Öer
Romdals Öer
Stören
Lapland
Luleå
Piteå
Skellefteå
Umeå
Gellivara
Jockmock
Kemi träsk
Muonio niska
Enontekis
Torneå
Haparanda
Uleåborg
Ulea See
Brahestad
Gamla Karleby
Jakobstad
Nikolaistadt
Östersund
Nordmaling
Arnäs
Ullånger
West Quarken
Ratan
Bjurö
Karlö
Stor Uman
Stor Afvan
Sorsele
Åsele
Stor Sj.
Kall Sj.
Lapland